

GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain handling plants.

In This Number:

On to Boston

Hoover Against Equalization Fee

License Denied Board of Trade Warehouse Corporation

Canadian Decision on Surrender of B/L

Maintenance of Motors in Grain Elevators

Explosion Insurance Paid by Mistake

Iowa Dealers Enthuse Over Regular Group Meetings

Senator Borah on the Equalization Tax

Effects of U. S. Grain Standards Act

What May Be Accomplished Through Ass'n Work

Grain Trade Conditions Improving

Nebraska Storage Law

Cost of Handling Grain at Country Stations

Canadian Seed Growers Hold Annual Meeting

Discriminating Against Memphis

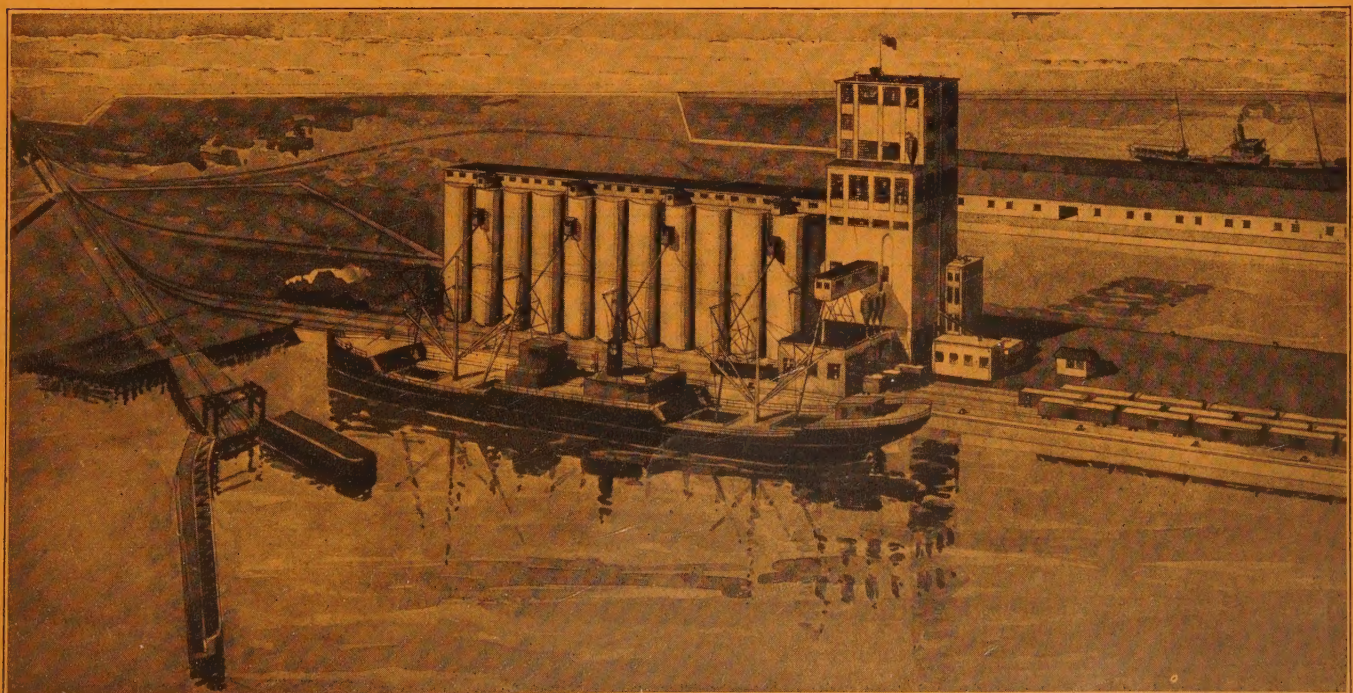
Drier an Aid in Handling Combined Wheat

The Need for Revolutionizing Feeding Methods

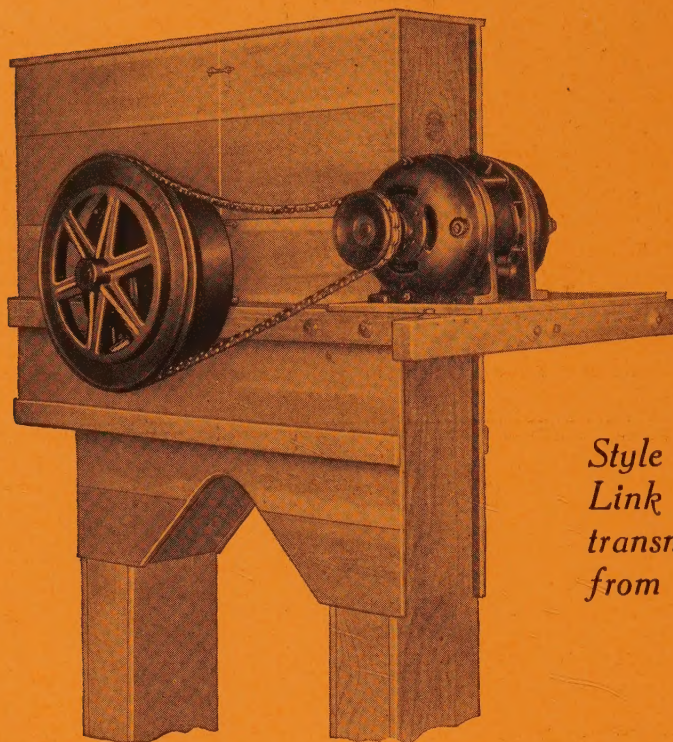
Protein Content a Difficult Problem

Liability of Stockholders in Farmers Elevator Co.

Growing Pineapples in Canada



The Panama Pacific Elevator at Victoria, B. C., Will Spout Grain Direct to Ocean Vessels



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(Continued on next page.)

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PEORIA (Continued)

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Mill Orders a Specialty

Consignments and Future Orders Solicited
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309 So. La Salle St. Chicago, Ill.

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Exchange Members**PITTSBURGH**Grain and Hay
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Wabash Building
*Modern elevator facilities
at your command.*

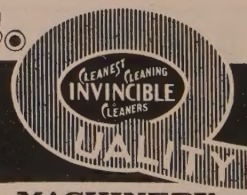
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PITTSBURGH, PA.**RECEIVERS, SHIPPERS AND BROKERS**

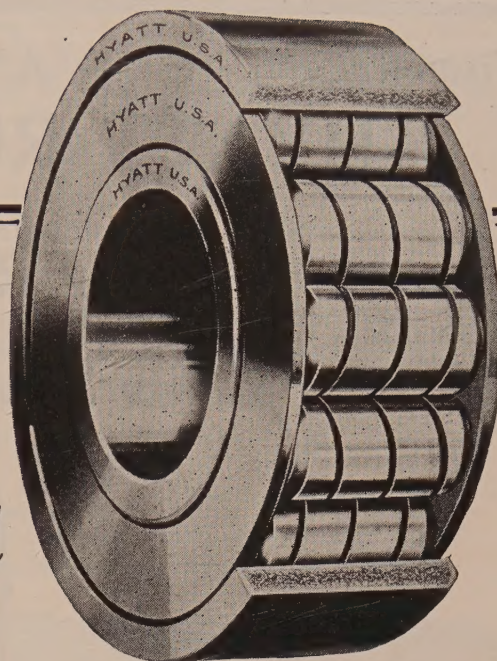
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—with Hyattized Equipment

GRAIN elevator equipment needs the endurance, the ever-ready performance of power-saving Hyatt Roller Bearings.

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... it needs Hyatt to avoid the costly shutdowns which so often accompany plain bearing friction.

... it has longer life with these better bearings in enclosed housings, which keep dust and grit out, and prevent oil leaks.

A wide variety of Hyattized elevator transmission and mechanical equipment—drives, pillow blocks, reduction gears, cleaners and shellers—is available for new installations or changeovers.

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HYATT
ROLLER BEARINGS

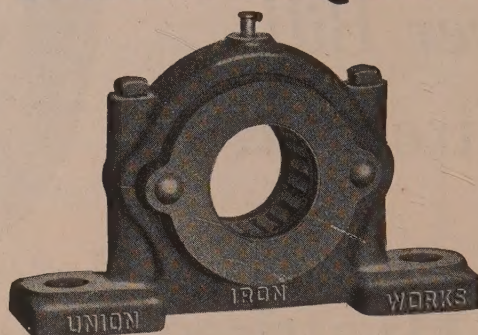
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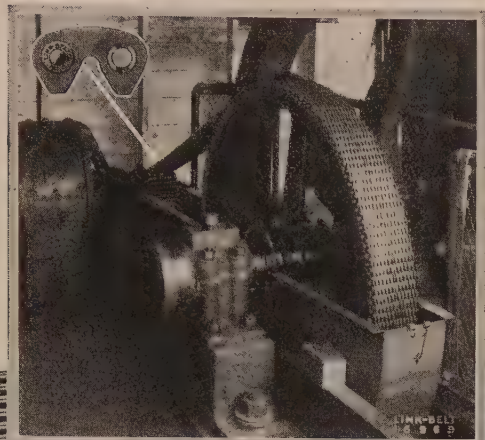
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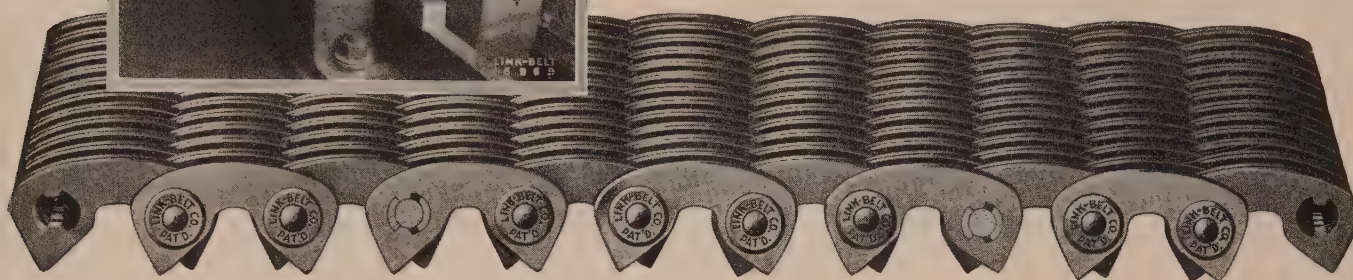
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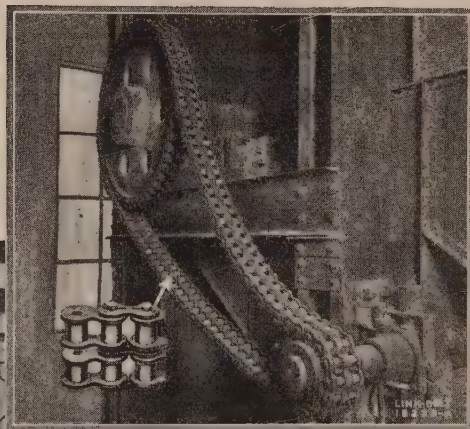


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You are gambling with your profits if you haven't, because neither receiver nor carrier will recognize your weights unless you can demonstrate the adequacy of your equipment.

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are adequate because they can, when correctly operated, be found to

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Equip for honest weighing and get all that's rightfully yours!

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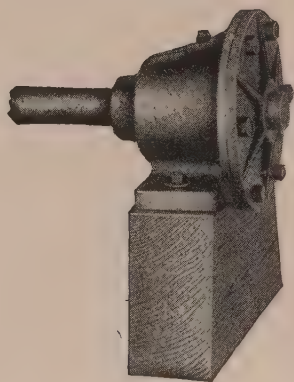
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309 S. La Salle Street

CHICAGO, ILL.

The Boss Air Blast Car Loaders Elevator Type

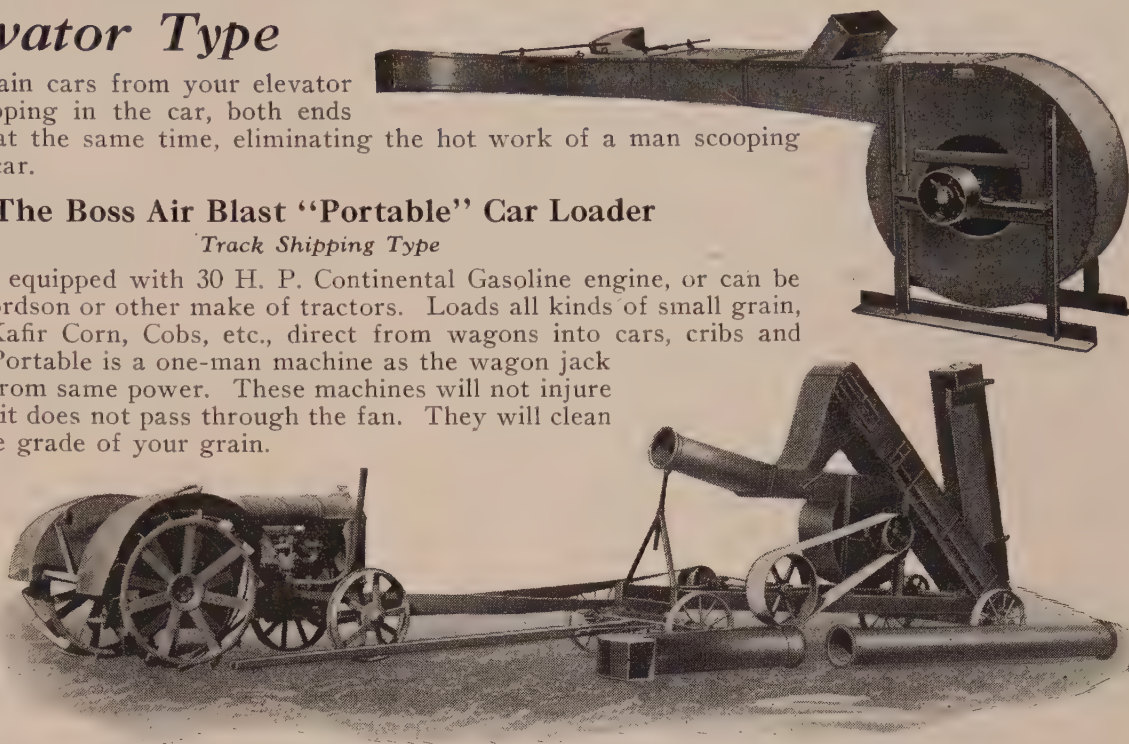
Will load grain cars from your elevator without scooping in the car, both ends being filled at the same time, eliminating the hot work of a man scooping back in the car.

The Boss Air Blast "Portable" Car Loader

Track Shipping Type

This Loader equipped with 30 H. P. Continental Gasoline engine, or can be driven by Fordson or other make of tractors. Loads all kinds of small grain, Ear Corn, Kafir Corn, Cobs, etc., direct from wagons into cars, cribs and bins. This Portable is a one-man machine as the wagon jack is operated from same power. These machines will not injure the grain as it does not pass through the fan. They will clean and raise the grade of your grain.

Write for Catalog F and prices and let us show you how these machines will make you money.



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A 100% Exterminator

The Safe Fumigant for
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Non-Inflammable
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Sanctioned by Mutual Fire Prevention Bureau
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Universal Elevator
Drive

Equipped with Timken Roller Bearings

Winter's Direct Elevator Drives in single unit installations have elevated over 4,500,000 bushels of grain without showing any noticeable wear or requiring any attention other than oiling twice a year.

This proven fact from actual use makes Winter's Drive your best buy.

Users save 20% to 50% on power by using Winter's Drives. This can be accomplished by operating direct on head shaft, eliminating all belts, chains, sprockets, and counter-shafts.

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We write Fire and Tornado Insurance covering Grain Elevators and contents, also Dwellings and Mercantile property.
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July has invariably been a month of many elevator fires. These losses are always heavy as houses are well filled and the owners are usually out of business for the rest of the season.

Carefulness in operation and a careful inspection of the elevator at closing time will avoid many disastrous fires during July.

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A Legal Reserve Mutual Fire Insurance Company

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is essential to the security of
an insurance company.

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*The "MILL MUTUALS" fulfill
the most rigid requirements.*

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or this office for details.

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They will STILL be Youngloves"*

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Concrete Pits that ARE Waterproof

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Accurately Machined.
Quick and Easy Operating
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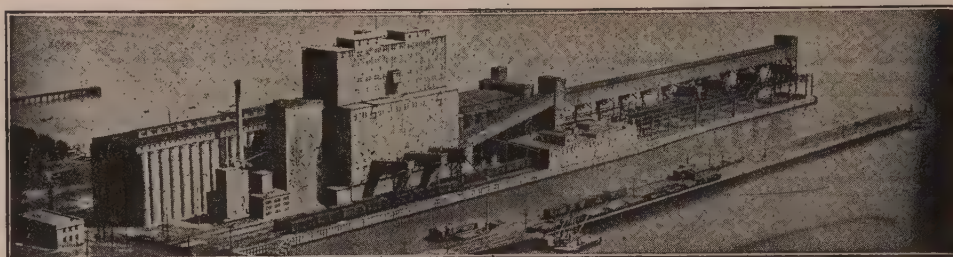


Concrete-Central
Elevator, Buffalo,
N. Y.
Capacity
4,500,000 Bushels

Designed and Built by

Monarch Engineering Company
Buffalo, N. Y.

Capacity
5,000,000
Bushels



Equipped with
Four Stewart
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Grain Car
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3,000,000 Bushel Concrete Grain Elevator
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Capacity, 1,100,000 bushels

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Grain Elevators—Flour and Feed Mills

708-9 Mutual Building

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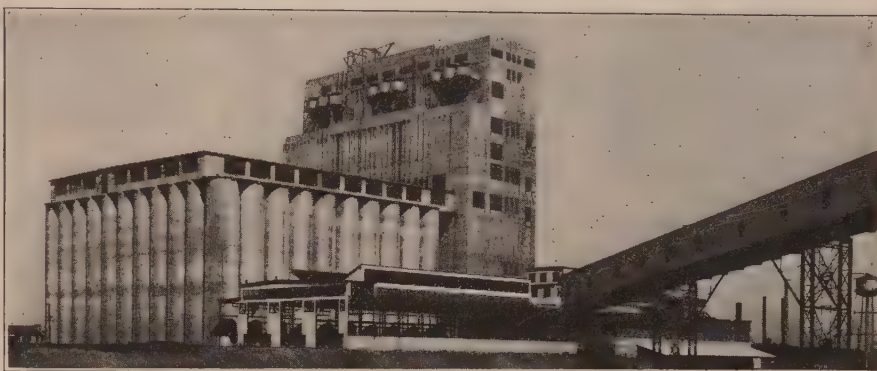
Export Grain Elevator at Port Richmond, Philadelphia, Pa. of Philadelphia Grain Elevator Co. (Reading Co.)

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DESIGNED for the years ahead—an advance we propose to maintain.



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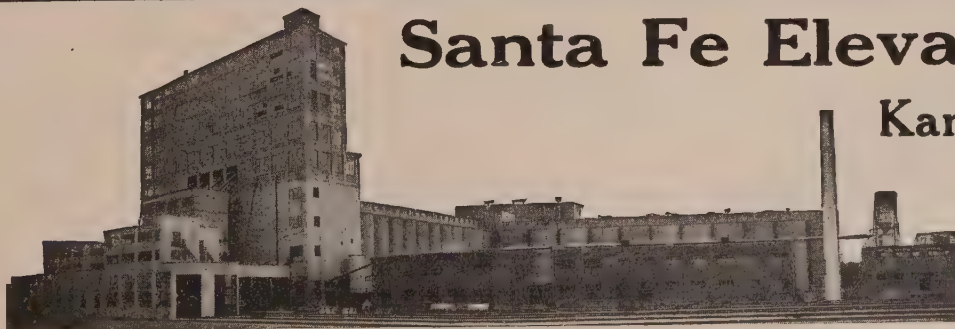
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Leaky Cars

You Know What They Cost

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SOLVE THIS PROBLEM

Prevent Leakage of Grain In Transit

**NO WASTE — EFFECTIVE
INEXPENSIVE — EASILY INSTALLED**

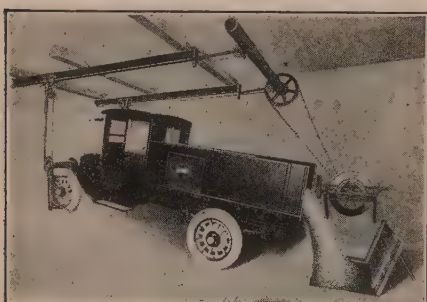
We Have Car Liners to Take Care of All Cases of Bad Order Cars

Inquiries for Details Invited.

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No part of an elevator is so noticeable as a satisfactory, speedy, safe driveway and dump.

No equipment in the building will draw and hold the trade better than a good dump. A dump which will handle any kind of vehicle your customer uses, from the shortest wagon to the longest truck.

There is no necessity of dumping on the floor and missing the dump door since this dump is so arranged that it will lift the front wheels of the vehicle regardless of their position.

Another great advantage is, the operator when dumping stands at a point where he can see grain as it flows from the vehicle into the sinks. By extending the track any number of dump doors can be dumped into with the same satisfaction.

Very flexible in installing and can be fitted to most any driveway.

No parts of the dump connected with the driveway floor. All overhead in plain view.

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Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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Opposite Tourist Bureau on
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The Northwest's Finest Hotel.
600 rooms with bath or
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Largest and Finest Ballroom
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59 Rooms at \$2.00	257 Rooms at \$3.50
68 Rooms at \$2.50	41 Rooms at \$4.00
84 Rooms at \$3.00	38 Rooms at \$5.00
Suites and Special Rooms at \$6.00 to \$9.00.	

**MAIN DINING ROOM
COFFEE SHOP**

3 Blocks from both Depots, Retail Center and Wholesale Center.

Under Management
W. B. Clark

Tell us what you need for your Grain Elevator and we'll tell you where to get the latest and best.

INFORMATION BURO

Grain Dealers Journal, 305 So. LaSalle St.,
Chicago

What have you?

FOR SALE

An Elevator
Machinery
Seeds

Do you want?

An Elevator
Machinery
Position
Partner
Seeds
Help

Grain Dealers Journal

CHICAGO, ILL.

has 6,000 readers who would like to know. Tell them thru a 'For Sale & Want' Ad. Costs 25 cents per type line.

MOHAWK



RUBBER BELTING

For many years the Standard Belting for elevators. Specify this belting when contracting to build or remodel. Demand it when ordering direct.

Hewitt-Gutta Percha Rubber Corporation

A Consolidation of the

Hewitt Rubber Company

and

The Gutta Percha & Rubber Mfg. Co.

Executive Offices and Factory at Buffalo, N. Y.

BRANCHES

Chicago
Pittsburgh
Denver

New York
Boston
Philadelphia

Salt Lake City
El Paso
Los Angeles

Improved Duplicating Grain Tickets

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and a ticket for the hauler. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 3/8 inches. The 125 duplicates are printed on manila but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 1/2 x 12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

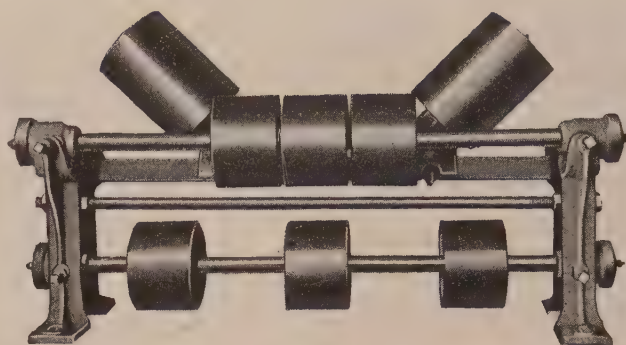
Form 19GT Duplicating (250 pages) \$1.50

Form 19GT Triplicating (375 pages) 2.00

Grain Dealers Journal

309 So. La Salle St.

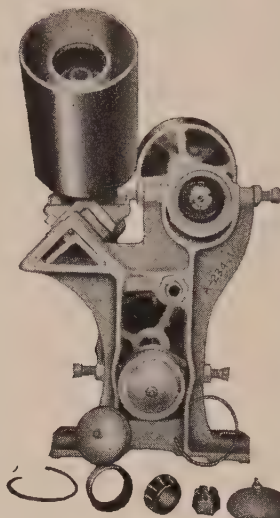
Chicago, Ill.



CONVEYING EQUIPMENT

Equipped with

TIMKEN ROLLER BEARINGS



IT IS now possible to secure more efficient conveying equipment. It is manufactured by "Ehrsam" and equipped with Timken roller bearings. This type of conveying equipment makes for greatly increased economy and efficiency in operation.

"EHR SAM"

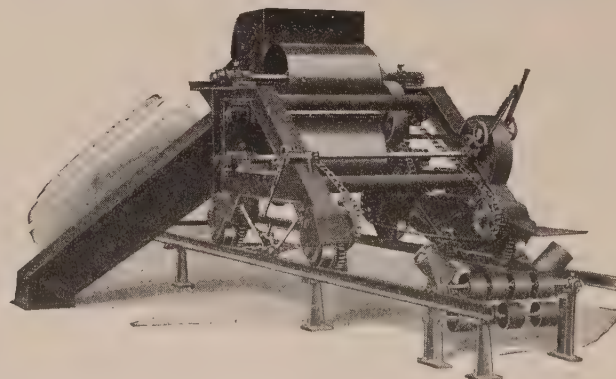
Grain Handling & Milling Equipment

Ehrsam manufactures a complete line of grain handling and milling equipment. For over fifty years they have pioneered in equipment of this type. This insures complete satisfaction when ordering Ehrsam equipment.

J. B. Ehrsam & Sons Mfg. Co.

ENTERPRISE, KANSAS

Manufacturers of Machinery for Flour Mills; Grain Elevators; Cement Plaster Mills; Salt Plants; Coal Handling and Rock Crushing Systems; Fertilizer Factories; Power Transmission, Elevating and Conveying Equipment.



The illustration shows the Ehrsam heavy duty self-propelling tripper. Equipped with roller bearings or collar oiling bearings and either worm gear or friction drive. A very efficient machine.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

CENTRAL NEBRASKA—50,000-bu. cribbed elevator for sale with feed mill in connection, also warehouses. Good grain belt, priced right. L. M. Gietzen, Columbus, Nebr.

ILLINOIS—Grain elevator handling 200,000 to 300,000 bu. annually; \$12,000; terms; no competition. W. W. Reichard, Urbana, Ill.

TERRE HAUTE, IND.—Million and quarter bushel terminal elevator, Big Four track capacity 150 cars, formerly used by Paul Kuhn & Co. Vigo Elevator Co., Terre Haute, Ind.

NEBRASKA—85,000 bu. terminal elevator in Eastern Nebraska, concrete cylindrical tank construction; electrically equipped; modern throughout. No incumbrances—terms. Address 60D12, Grain Dealers Journal, Chicago, Ill.

WANTED—A man or firm who will get on ground and can sell six Nebraska country elevators in good locations, some with coal and lumber side lines; crop prospects and conditions wonderful. Address 61P12, Grain Dealer Journal, Chicago, Ill.

CENTRAL ILLINOIS—Modern 40,000 bu. capacity elevator and 25,000 bu. capacity crib and small grain combined. Also tenant house, office, scales, etc. On leased ground. Priced to sell. Possession at once. Write 59Z6, Grain Dealers Journal, Chicago, Ill.

"COME SOUTH, YOUNG MAN"

FOR SALE—Grain elevator with concrete tank storage of more than 100,000 bushels; plenty of room to enlarge storage and trackage. Located in railroad center of South. Price \$80,000, \$20,000 cash, balance arranged annually if desired. Address 61P7, Grain Dealers Journal, Chicago, Ill.

KANSAS Elevator practically sold after three insertions. Here's what the advertiser writes: "We enclose check for three insertions of our ad. We have had more than a dozen inquiries from our ad and believe that we will be able to effect a sale." This proves conclusively the value of a Journal Want-Ad.

WISCONSIN—Elevator, five coal sheds, two hay warehouses, large potato house fully equipped with machinery, two storage houses, a seed and feed warehouse; all in good condition; located in good town. Also large brick potato house at Clintonville, Wis., 25 car capacity, with hay house attached. If interested, write Niebuhr & Son, Fall Creek, Wis.

NEBRASKA—On account of other business will sell my elevator and coal yard at Bethany, a suburb of Lincoln, on Mo. Pac. Ry.; good corn and wheat country; best of schools and colleges; will take \$3,800 for everything including deed to ground, good Ford truck; all coal chutes, scoops and coal bins have concrete bottoms; property all clear and will sell on easy terms. Address Robert Cottier, Lincoln, Nebr., Route 7.

TWO ELEVATORS FOR SALE.

One 15,000 bu. and one 20,000 bu. capacity located at Bay City and Hager City, Wis., six miles apart on the Burlington Ry., can easily be operated under one management; 15 hp. gas engine, dump scale and clipper cleaner at Bay City, and two hopper scales and 25 hp. gas engine at Hager City, all in good running condition. Good points for seed farm implements, flour and feed, splendid opportunity for right party. Reason for selling is, retiring from grain business. For further particulars write C. J. Swanson & Co., Stockholm, Wis.

ELEVATORS FOR SALE.

KANSAS—10,000 bu. iron clad elevator, fully equipped, located Keighley, Kansas. Address Craig Grain Co., Wichita, Kansas.

IOWA—25,000 bu. cribbed elevator, feed mill and coal business. Doing over \$100,000 annually, mostly retail. Owner wishes to retire. 60K7, Grain Dealers Journal, Chicago.

NEBRASKA—14,000 bu. iron-clad, fully modern elevator on C. B. & Q.; excellent wheat and corn territory in southern Nebraska. Address D. L. Davis Grain Co., Reynolds, Nebr.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" column of the Grain Dealers Journal, and select one at a satisfactory price and station.

MONTANA—25,000 bu. cribbed elevator, feed mill, coal sheds, warehouse. Good location, in heart of million dollar irrigation project. "A location with a future." Write for particulars. Kyle Jones, Bynum, Montana.

IF YOU DO NOT find the elevator you want advertised, place your wants in the "Elevators Wanted" section and you will receive full particulars regarding many desirable properties not yet advertised.

FOR SALE—An elevator including a feed grinding and mixing outfit of 20 tons daily capacity.

Elevator capacity, 10,000 bu. grain.

Warehouse capacity, 10 cars of feed.

Fine coal yard.

Natural gas engine, 60 hp.

Enjoying splendid trade.

Price low.

For a nice profitable business, write for particulars, Ed. H., 751 Hudson Ave., Newark, Ohio.

ELEVATOR FOR SALE OR RENT

FOR RENT

Well located grain elevator at Warsaw, Ind., can combine feed grinding and coal business. The State Bank of Warsaw, Warsaw, Ind.

EAST CENTRAL ILLINOIS—35,000 bu. well equipped grain elevator; one other privately owned elevator at station. Annual business of station about 500,000 bushels. Address 59P9 Grain Dealers Journal, Chicago, Illinois.

ELEVATORS FOR SALE OR LEASE

OKLAHOMA—15,000-bu. elevator, modern equipment, electric power, Stone Air Dump; large warehouse; private track, two main line RRs and one branch; old established business in town of 18,000. No incumbrances; terms. Write C. F. Prouty, Oklahoma City, Okla.

MILLS AND ELEVATORS FOR SALE.

NEW YORK—Up-to-date flour mill with 6000 bu. elevator and two storage buildings on track for sale for \$14,000; a bargain, two good years will pay for entire outfit. Write 60L10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

ALWAYS HAVE ELEVATORS for sale. To save time, please state amount you wish to invest and location you prefer. James M Maguire, 6440 Minerva Ave., Chicago, Ill.

ELEVATORS WANTED

WANT TO LEASE elevator near Champaign, Ill. Address C. B. DeLong, Champaign, Ill.

BUSINESS OPPORTUNITIES.

KENTUCKY—Large modern feed plant for sale, five story and basement, brick and concrete mill building and concrete elevator 125,000 bu. adjoining—also other warehouses—a complete plant—splendid location, advantageous transit and reshipping privileges. Best of reason for selling. Blue Grass-Elmendorf Grain Corp., Lexington, Ky.

SITUATION WANTED WITH INVESTMENT

MARRIED MAN, 10 years' experience in grain, flour and feeds, desires investment with services in an established grain, milling or feed manufacturing business. Can invest \$3,000. Address 61P20, Grain Dealers Journal, Chicago.

SITUATION WANTED.

WANT to buy Nebraska wheat in car lots direct from elevators for some big mill, salary or commission. Ray Frederick, Aurora, Nebr.

WANT to represent in Central and Northern Ohio some company with a complete and creditable line of feeds; best of references. G. R. Hostetler, 2505 11th St., N. W., Canton, Ohio.

POSITION WANTED as manager of country elevator by young married man with seven years' experience in Nebraska and Colorado. Forest L. Blaufus, 303 11th Ave., Greeley, Colo.

YOUNG MAN wants position in grain elevator as manager; thorough knowledge of grain, coal, seed, feed business; have book-keeping experience; references. Address 61P1, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of grain business; 30 years experience, 18 years in business for myself; best of references; familiar with sidelines. Have sold out my business and can accept position at once. Address 60L5, Grain Dealers Journal, Chicago, Ill.

RESULT PRODUCING Farmers Elevator manager with 16 years' successful record desires position with good company. Good grain man and accountant; experienced in all side lines; good mixer with public; Illinois or Indiana preferred. Address 61N11, Grain Dealers Journal, Chicago, Ill.

MARRIED MAN, 41 years old, thoroughly experienced in the grain business, desires a position either as a solicitor or superintendent of a line of elevators; have been nine years with present employer and can furnish best of references. Address 61N2, Grain Dealers Journal, Chicago, Ill.

COMPETENT AND EXPERIENCED elevator managers, foremen, bookkeepers, auditors, second men and solicitors can easily and quickly be found through an ad in the "Help Wanted" columns of the Grain Dealers Journal, Chicago, Ill.

SAMPLE ENVELOPES

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable, size 4½x7 inches. Have a limited supply to sell at \$2.60 per hundred or in lots of 500, \$2.30 per hundred f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 300 S. LaSalle St., Chicago, Ill.

HELP WANTED.

WANTED—Experienced salesman to sell Dust Removers and Cleaners and all standard elevator equipment direct to grain elevators and contractors. Liberal commissions, exclusive territory. Give experience and references in first letter. Address DOWDALL CONST. CO., 436 Ave. C, Wichita, Kas.

SCALES FOR SALE.

RICHARDSON Automatic Scales, 4 to 8 bu. capacity, for sale; fine condition. Also R. R. track scales. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

PARTNER WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade through the Partners Wanted column of the Grain Dealers Journal.

SCALES WANTED.

RICHARDSON AUTOMATIC SCALES bought and sold. Address 60C18, Grain Dealers Journal, Chicago, Ill.

WANTED—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.

SECOND HAND SCALES for sale of any make, size or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

MOTORS FOR SALE.

3 PHASE, 220/440 V. MOTORS

2—50 hp., 1800 rpm., 60 cy., General Electric.
1—35 hp., 1800 rpm., 60 cy., General Electric.
1—30 hp., 1800 rpm., 60 cy., General Electric.
1—30 hp., 1800 rpm., 60 cy., Lincoln (new).
1—30 hp., 1500 rpm., 25 cy., Lincoln (new).
2—25 hp., 1500 rpm., 25 cy., Robbins & Myers.
3—25 hp., 1800 rpm., 60 cy., General Electric.
1—25 hp., 1800 rpm., 60 cy., Fairbanks-Morse.
Many others, A. C. and D. C. Low prices.
V. M. NUSSBAUM & CO., Fort Wayne, Ind.

DYNAMOS AND MOTORS WANTED—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal—the medium for power bargains.

Bargain Sale in Soiled and Shelf Worn Books.

One Railroad Claim Book containing 100 sets of blanks for reporting losses in weight and overcharge. Order 411-5, Special. Price \$1.25 and postage.

One Market Record Blank for hourly record of market prices. Printed on bond paper and bound in books of 60 sheets with heavy press-board covers, size 9½x11½ inches. Order Special 97-5. Price 50c. Weight 14 ozs.

Two Railroad Claim Books for overcharge in freight or weight. Each book contains 100 original and 100 duplicate blanks with two-page index and four sheets of carbon; slightly soiled. Very special at \$1.25 and postage. Order "Special 411-E."

One Receiving and Stock Book, a daily record of receipts, facilitates determination of total amount of each kind of grain on hand, 200 pages, ruled and printed on ledger paper, spaces for 4,000 loads of grain. Regular price \$3.00. This slightly soiled copy will be sold for \$2.00 plus postage and insurance—weight 2½ lbs. Order 321, Special.

One Clark's Decimal Grain Values save time and money and prevent errors; four sets of tables contained in one book, 96 pages, printed on heavy linen ledger paper, bound in cloth, half keratol, size 8½x11½ inches. Order Special 35. Price \$3.00, only slightly shelf worn. Weight 1½ lbs.

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL,
309 So. LaSalle St., Chicago, Ill.

ENGINES FOR SALE

FOR SALE—15 hp. Fairbanks-Morse Model "Z" engine, in good condition; price \$75. Farmers' Grain Association, Thayer, Nebr.

FOR SALE—One 20 hp. Randells steam engine and one 20 hp. Brownell engine, both in good condition. Address Uniopolis Grain Co., Uniopolis, Ohio.

FOR SALE—One 25 hp. Fuller and Johnson Oil Pull Engine, bought in 1926 and used about 13 months in an ice plant; priced right. Address E. L. Wallace, Gilmore City, Iowa.

FOR SALE—50 hp. Worthington Semi-Diesel Crude Oil Engine, just like new, used but very little and in A-1 condition. Have installed a 100 hp. engine in its place. Write C. C. Crawford, Ida Grove, Iowa.

OIL ENGINES

25, 50, 75, 80, 120, 180 hp. and up, immediate shipment, all makes. We buy. Bulletin 368 features 20 pages Bargains in Rails, Equipment, Machinery, Steel, etc. ZELNICKER in St. Louis.

GRAIN WANTED.

WE ARE IN THE MARKET for Oat Clippings and Grain Screenings of all kinds. Leeson Grain Co., Inc., Buffalo, N. Y.

HAY FOR SALE—WANTED

GET FULL MARKET value for your hay and straw. Ship to John Devlin Hay Co., Inc., 192 N. Clark St., Chicago, Ill. ALFALFA HAY for sale. Write for delivered prices.

SEED GRAIN FOR SALE

CERTIFIED WINTER wheat seed, "Khar-kov," \$2.25 per bu. Special quotation for large orders. Write for circular. C. S. Noble, Nobleford, Alberta, Canada.

BELTING WANTED.

WANTED—Six, eight, ten or twelve inch old rubber belting; state number of feet and price. Address Frazier & Son, Nevada, Iowa.

I have received so many letters and telegrams in answer to advertisement in your paper before having the ad inserted again.—A. M. G. per that I think I will wait and see the results

THE WANTED-FOR SALE DEPARTMENT of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

HELPFUL BOOKS FOR CARLOT GRAIN HANDLERS.

Clark's Fractional Values table is on heavy cardboard, 9½x11 inches, showing the value of any quantity from 1 to 50,000 bushels by ten bus. breaks at ¼, ⅓, ½, ⅔, ¾ and ⅞ cents. The number of bushels is shown in red and the value in black. Price 25 cents.

Clark's Decimal Wheat Values cover only wheat and show the value at a glance or with one addition of any quantity of wheat from 10 lbs. to 100,000 lbs. at any market price from 50 cents to \$2.39 per bushel. Printed on ledger paper and bound in art canvas. Weight 12 ozs. Order Form 33XX. Price \$2.00.

Clark's Freight Tables: Show the freight rate per bushel from a given rate per hundred pounds, when the rate is from 2 to 50½ cents per hundred pounds, by one-half cent rises. The table is printed in two colors on heavy bristol board, size 7x9 inches, and may be used for determining the freight per bushel of 60, 56, 48 and 32 pounds. Price 25 cents.

Leaking Car Report Blanks bear a reproduction of a box car and a form showing all points at which a car might leak, thus facilitating the reporting specifically places where car showed leaks at destination. One of these blanks should be sent with papers for each car with the request that it be properly filled out and returned in case of any signs of leakage. Printed on bond, size 5½x8½ inches, and put up in pads of 50 blanks. Order Form 5. Price 40c a pad; three for \$1.00. Weight 3 ounces.

Clark's Car Load Grain Tables: The eighth edition is the most complete table for reducing carload weights to bushels published. The tables show reductions by 50-pound breaks as follows:

20,000 to 107,950 lbs. to 32 lb. bushels.
20,000 to 74,950 lbs. to 34 lb. bushels.
20,000 to 96,950 lbs. to 43 lb. bushels.
20,000 to 118,950 lbs. to 56 lb. bushels.
20,000 to 118,950 lbs. to 60 lb. bushels.

Bushels are printed from bold faced type in black ink; pounds in red, on heavy ledger paper, sewed and reinforced with muslin, and bound in flexible keratol covers with marginal index. Weight 6 ounces. Price \$2.50.

Railroad Claim Banks require little of your time for filing and contain spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. They increase returns and expedite settlements by facilitating the proving of claims and by helping the claim agent to justify payment.

Form A is for Loss of Weight in Transit Claims.

Form B—Loss in Market Value Due to Delay in Transit.

Form C—Loss in Quality Due to Delay in Transit.

Form D—Loss in Market Value Due to Delay in Furnishing Cars.

Form E—Overcharge in Freight or Weight.

These claim blanks are printed on bond paper, bound in books of 100 originals and 100 duplicates, with two-page index and summary, instructions and four sheets of carbon. The original is sent to the claim agent, and carbon copy remains in the book, as a record of claim to be followed up. The five forms are well bound in three books:

411-A Contains 100 sets all Form A.
411-E contains 100 sets all Form E.
411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E.
Each book weighs 2 lbs. 1 oz. Price \$2.00, f. o. b. Chicago.
All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL,
309 So. LaSalle St., Chicago, Ill.

KEEP POSTED

GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator..... Post Office.....

State.....

MACHINES FOR SALE.

FOR SALE—Several brand new Monitor, 1000 bu. capacity, separators at bargain price, to move quick. Address 61N13, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One clutch pulley, one 30x9 wood split pulley, one magneto, several other pulleys and line shaftings and four hangers, some sprockets and pulleys. Write J. J. Brady, Doran, Minn.

BATCH MIXERS.

Latest type, very best on the market, from 400 to 4,000 pounds capacity. Prices reasonable, let us have your inquiries for prompt shipment. Standard Mill Supply Company, 502 Waldheim Bldg., Kansas City, Mo.

FOR SALE

An absolutely new No. A-2 Maroa Portable grain blower and wagon hoist, complete, for blowing small grain or ear corn into car, crib, or bin. Also a No. 9 John Deere portable corn sheller, only shelled four cars of corn. Either of these machines can be run by a tractor. Will sacrifice as we are out of the grain business. Address H. A. Browne, Haskins, Ohio.

FOR SALE.

One 22" Sprout Waldron ball bearing attrition mill, belt driven, good as new, best offer takes it; one Eureka wheat cleaner, 1,250 bu. capacity, good condition, \$75.00; 80-h.p. H. S. & G. boiler steel casing setting, 25-h.p. engine, left hand side crank; H. S. & G. 40-h.p. Atlas engine, left hand side crank. All in good condition, best offer takes them. A. B. Martin Grain Co., Sweetser, Ind.

USED MACHINERY FOR SALE.

One Williams No. 5 Roller Knife Shredder; one No. 1 Jay Bee Grinder; one 30" Bauer Belt Driven Attrition Mill; one 30" Cogswell Double Pulley Attrition Mill. Send for new list of crushing and grinding machinery.

CONSOLIDATED PRODUCTS CO., INC.,
14-17 Park Row New York City

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans specifications, flow sheets, etc., our specialty.

Write us without delay.

SPROUT, WALDRON & CO.,
9 S. Clinton St., Chicago, Ill.

NEW AND USED MACHINERY FOR SALE

Two 22-in. double head Bauer ball bearing, motor driven, Attrition Mills; 1 three pair high 9x18 Allis Feed Mill, in excellent condition; 1 Hess corn and grain drier, new, never has been set up, capacity 1,200 bu. per 24 hrs.; 1 double stand 9x24 Noye rolls, LePage cut; and 1 Weller 12 in. x 24 in. steel elevator leg, approximately 130-foot centers, excellent condition. For reasonable quotations on all kinds of mill and elevator equipment write or wire STANDARD MILL SUPPLY COMPANY, 501 Waldheim Building, Kansas City, Mo.

MACHINERY BARGAINS

One Hughes slow speed hammer mill (less danger), more screen surface; No. 4 J. B. Hammer Mill; small Gruendler; 24" motor driven Monarch, 24 inch motor driven Dreadnaught attrition mill; 1,000 lb. Hughes Vertical Batch Mixer; middlings mills; molasses feeder; molasses tank; Monitor grain cleaner; 2 ton freight elevator; one Humphrey Elevator; a few large elevators; elevator boots and heads, belt and buckets, dust collectors; 50 bbl. Midget Mill. Speed reducers; 25 bbl. Midget Mill; Cyclone dust collectors. Everything for the elevator and feed mill. Write your wants. A. D. Hughes Co., Wayland, Mich.

MACHINES FOR SALE.

FOR SALE—One 20" Monarch ball bearing belt driven attrition mill fully equipped with pulleys, belt and two stands elevators, all in A-1 condition; \$300 for quick sale. N. W. Mattix & Son, Frankfort, Ind.

FOR SALE—36" Bauer Ball Bearing attrition mills; two 50 hp. General Electric 60 cycle motors direct connected with starter. Excellent condition; examination invited. Address 60M13, Grain Dealers Journal, Chicago, Ill.

SAVE POWER—REDUCE FIRE RISK

By installing Used or New Ball or Roller Bearing Hangers and Pillow Blocks at very low prices. Transmission Machinery Co., Chicago, Ill.

FOR QUICK SALE.

Motor and belt driven single and double head attrition mills, slightly used, fully guaranteed. Wire, phone or write for extremely attractive prices. DIAMOND HULLER CO., Winona, Minn.

MACHINES WANTED.

WANTED—Used 22 inch attrition mill with two 15 hp., 3 phase, 60 cycle, 220 volt motors with compensators. Must be in good condition. Sheets Grain Co., Botkins, Ohio.

INFORMATION BUREAU.

READERS DESIRING to learn by whom or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

10,000 SHIPPERS
Are now usingTYDEN
CAR SEALS

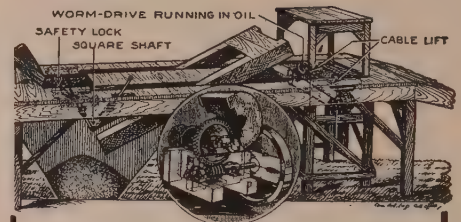
Bearing shipper's name and consecutive numbers.

Prevent
CLAIM LOSSES

Write for samples and prices

INTERNATIONAL SEAL & LOCK CO.

617 Railway Exchange Bldg., Chicago, Ill.



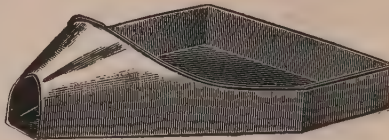
NEWELL CONSTR. & MACHINERY CO.

Cedar Rapids, Iowa

Originators of the Electric Truck Dump

Herewith my check, please excuse oversight. Thanks for taking care of me. I surely appreciate the Grain Dealers Journal.—L. V. O'Neill, Bakersfield, Cal.

SAMPLE PANS



Made of sheet aluminum, formed by bending, reinforced around top edge with copper wire. Strong, light and durable. The dull, non-reflecting surface of the metal, which will not rust or tarnish, assists the user to judge of the color and detect impurities. Grain Size, $2\frac{1}{2} \times 12 \times 16\frac{1}{2}$ ", \$2.00. Seed Size, $1\frac{1}{2} \times 9 \times 11$ ", \$1.65.

Send All Orders to

GRAIN DEALERS JOURNAL, 309 So. LaSalle St., Chicago, Ill

Duplicating Wagon Load Receiving Book

Hauler	Cross	Tare	Net	

This book is designed to facilitate the work of country buyers during the busy season when each farmer is hauling a number of loads at a time. The above illustration shows the left hand side of the sheet which remains in the book. The outer half has the same rulings, but is printed on the other side of the sheet, so that when sheet is folded back on itself, and a sheet of carbon is inserted, an exact duplicate will be made of each entry. Each page has room for 33 loads and is machine perforated down the middle so outer half may be torn out and given to the farmer or sent to headquarters of line company.

The book is 12x12 inches, check bound with canvas back, contains 225 leaves ruled both sides, and nine sheets of carbon.

Order Form 66. Price \$3.00. Weight 4 lbs.

Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.

SEEDS FOR SALE—WANTED

ED. F. MANGELSDORF & BRO.
Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder,
Seeds Sudan Grass, Soy Beans, Cow Peas
St. Louis, Missouri

Tobin-Quinn Seed Co.
Kansas City, Mo.
THRESHERS & CLEANERS
HIGH GRADE MISSOURI BLUE GRASS

J. G. PEPPARD SEED COMPANY
Buyers SEEDS Sellers
ALFALFA, CLOVER, BLUE GRASS, SWEET CLOVER
KANSAS CITY, MO.

NORTH AMERICAN SEED COMPANY
MILWAUKEE, WIS.
"QUALITY BRAND"
Hardy Wisconsin Grown Clovers
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Wagon Loads Received has columns headed: "Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars and Cents, Remarks." It has 200 pages, size 9¼x12 inches, and room for 4,000 loads. Printed on linen ledger paper, with strong cloth covers and keratol corners and back. Shipping weight, 2 lbs. Order Form 380. Price \$3.00.

Receiving and Stock Book. Many dealers prefer to keep each kind of grain received from farmers in separate columns so each day's receipts may be easily totaled. This book is designed for this purpose. It contains 200 pages, size 9¼x12 inches, and will accommodate 4,000 loads. Well bound in black cloth and keratol back and corners. Shipping weight, 2¼ lbs. Order Form 321. Price \$3.00.

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Form No. 43 XX contains double the number of pages. Shipping weight 4½ lbs. Price, \$5.50.

Grain Scale Book is designed to assign separate pages to each customer and their names can be indexed so their accounts can be quickly located. It contains 252 numbered pages, of high grade linen ledger paper. Each page is 10½x15½ inches, will accommodate 41 wagon loads and it has a 28-page index. Well bound with cloth and keratol back and corners. Shipping weight, 4½ lbs. Order Form 23. Price, \$4.75.

Grain Dealers Journal
309 South La Salle St., Chicago, Ill.

Grain Shipping Record Books

Record of Cars Shipped. This form enables country shippers to keep a complete record of each car of grain shipped from any station, or to any firm. It has the following column headings: Date Sold, Date Shipped, Car Number, Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight Bushels, Destination Bushels, Over, Short, Price, Amount Freight, Other Charges, Remarks. The book contains 80 double pages of ledger paper, size 9½x12 inches, and has spaces for recording 2,320 carloads. Well bound in heavy cloth with keratol back and corners. Shipping weight, 2½ lbs. Order Form No. 385. Price \$3.00.

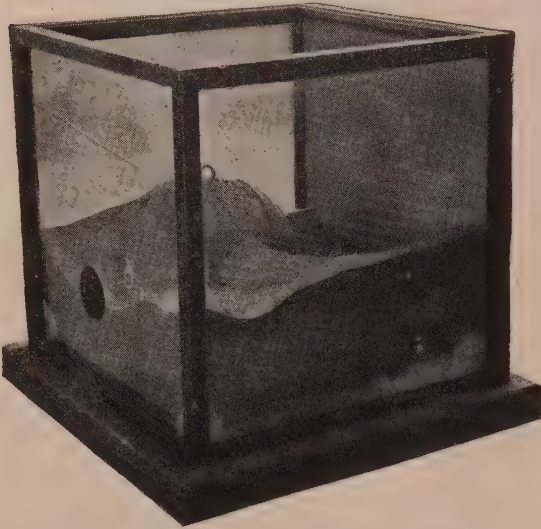
Sales, Shipments and Returns. Is designed to save time and prevent errors. The pages are used double. The left hand pages are ruled for information regarding "Sales" and "Shipments"; the right hand for "Returns". The column headings enable you to make complete records for each transaction. The book contains 80 double pages, and index of ledger paper, size 10¼x16 inches, will accommodate records for 2,200 cars. Bound in heavy canvas with keratol corners. Shipping weight, 3½ lbs. Order Form 14AA. Price \$3.75.

Grain Shipping Ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and page is indexed. This book contains 80 double pages of ledger paper with 16-page index, size, 10½x15½ inches, well bound with cloth covers and keratol back and corners. Shipping weight, 4 lbs. Order Form No. 24. Price, \$4.25.

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Always Clean — Always Cool — Proved by Test



The New Type P-K Totally Enclosed Motor

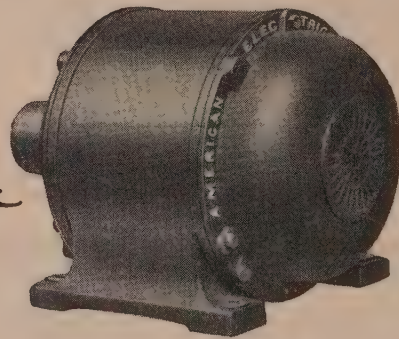
The new American P-K Motor was half covered with filings, foundry dust and sawdust. A fan mounted on the motor shaft threw the mixture into the air, completely enveloping the motor in dust. The motor was run for two weeks under such extremely severe conditions.

IS it believeable that a 40-degree totally enclosed, self-ventilated motor can be operated in a continuous cloud of destructive dirt for two weeks without the slightest particle of dust getting into the windings?

It is almost unbelievable—yet this actually happened to the new American P-K Motor on its test run. So completely are the windings sealed from the outer air that a magnifying glass and a permanent magnet failed to show that any dust or filings had come through the winding housing.

In factories, where explosive or acid laden fumes are present, this American P-K Motor

Positive Proof *that it's* **DIRT- PROOF**



is giving safe, continuous service. The windings are completely sealed by machined covers and by felt washers on the shafts. This new American Motor is absolutely dependable, low in maintenance cost and uniformly successful under the most severe service conditions. We welcome an opportunity to serve you. May we send full information?

AMERICAN ELECTRIC MOTOR CO.

Subsidiary of Splitdorf-Bethlehem Electrical Co.
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American Electric Motors



Manufacturers of 2 and 3-phase Induction Motors, 1/2 to 125 H. P. Open, pipe ventilated and totally enclosed types, with sleeve or ball bearing cage construction.

GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods for progressive wholesale dealers in grain and field seeds. It is the champion of improved mechanical equipment for facilitating and expediting the handling, grinding and improvement of grain, feeds and seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 20c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator operators is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, JULY 25, 1928

GUARANTY companies which help untrustworthy agents to get a job running a country grain elevator are promoting incendiarism.

PROFIT AND LOSS statements in the grain and milling business are misleading and dangerous when they do not bring open trades to the market.

LARGE stocks of old wheat in Canada on the eve of the coming generous harvest seem to have been the decisive factor in the decline of wheat prices.

SHINGLE roofs as spark catchers and fire hazards are too well known to be put on any new house. It will pay to cover an old house with an iron roof.

ELEVATOR operators who buy by-product ingredients for mixing into home ground feeds will benefit by the current low level of prices for the by-products.

STORING grain for farmers is admittedly a bad practice, but some of the evil thereof can be overcome by charging for the storage and carrying insurance on the stored grain.

THE STATE engaging in such a complicated business as operation of a flour mill must expect to suffer loss due to negligent political employees, as at Drake, N. D., where, in the state flour mill sacks of flour carelessly piled fell upon an auditor who put in a claim for \$20,500 damages, recently allowed by the Supreme Court.

SCALE INSPECTION by politicians is often so perfunctory that no one observing their movements can be deceived into believing they are either competent or willing to make the proper tests.

THE SUCCESSFUL grain dealer analyzes the causes of failure of his fellow dealers as reported in the trade journal and thereby benefits by their costly experience without periling his own bank account.

PRICE-FIXING of crops in Russia, a-la-Haugen, seems to be a failure, according to dispatches from Moscow July 20, that the commissars have raised the price and abandoned compulsory confiscation of peasants' grain.

THE RECENT attempt by a Pennsylvania buyer to inveigle western shippers into intrusting him with their shipments was nipped in the bud when his record of 19 years ago disclosed "negligence" in paying drafts that came with Bs/L.

TAXPAYERS of New York State who paid \$3.50 per ton to have freight hauled on the state barge canal in 1927, besides the freight paid by the shippers of the cargoes, are enjoying, and paying for, the blessings of government operation of transportation facilities.

MANY cars of tough wheat sold at Kansas City at \$1.05 to \$1.10 on July 21 when dark hard No. 1 sold at \$1.32, pointing out the necessity of the country grain buyer protecting himself by discounting damp wheat heavily. Some heating wheat sold as low as 90 cents on track at shipping point.

FALSE reports emanating from Kansas City that the wheat crop of Kansas was 200,000,000 bus. are charged with having broken the market 4 cents a bushel on July 9; but, as the market has moved steadily downward ever since the report was denied, there must have been a more substantial basis for the drop.

SELLING grain on destination terms when the destination is unknown and subject to the direction of the buyer puts the seller in position of guaranteeing the weighing facilities at some interior point that he never heard of and on weights that he never would have accepted had he known the final destination before the sale.

THE GRAIN BUYER who does not insist on strict fulfillment of farmers' contracts is earning a reputation for laxity that will work against him in future dealings. A few suits started against farmers who are good for a judgment against them will convince others of the futility of trying to beat the grain dealer out of his just dues.

THE WHEAT CROP of Canada's prairie provinces promises to exceed all previous crops, in fact the greatly increased acreage and the wonderful condition of the crop seem to justify fully the common estimate of five hundred and fifty million bushels. Over five hundred country elevators ranging in capacity from 30,000 to 60,000 bus. are now under construction by the confident dealers of Alberta and Saskatchewan.

TRUCKS which dump the contents of their drip pans in your driveway every time they deliver a load of grain will soon spoil a lot of grain unless you provide a commodious pan to catch the oil.

OPERATING a power shaft thru a bin wall is a fire hazard that should never be tolerated. If the wall or the housing sags sufficiently to bring the wood into contact with the shaft the friction is certain to start a fire, and in a place where it is not readily observed.

PLACING GUARDS to prevent injury by moving machinery not only prevents the injury but in case of unavoidable accident helps the owner to escape paying damages for injuries for which he is not properly chargeable. Without proper guards the jury can be depended upon to give the victim the maximum damages allowable.

COMPETITORS are not always guilty of paying above the market and the tales borne by farmers will often stand investigation. Using the 'phone to call up a brother dealer to verify the allegations of a higher bid and learning that the report is false puts the dealer in the position of being able to tell the farmer to take the load to Jones. He will not.

THE AUSTRALIAN POOL'S challenge to the grain merchants to prove that they paid higher prices was accepted. Their books were turned over to auditors, and it was certified that for Australia as a whole the grain merchants paid to the farmers in 1924-25 over 5 cents per bushel more than the net returns from the pool, and in 1925-26 over 3½ cents more.

BURNING the elevator to cover up a shortage in the amount of grain that ought to be in store has appealed to several agents in North Dakota as the only way out of their financial embarrassment. Several convictions during the past year having failed to stop this practice the line company proprietors are considering the creation of a bureau to exchange information on the honesty of their employees. One confession obtained by the efficient deputy fire marshal of North Dakota is published elsewhere.

EVERY ELEVATOR owner fortunate enough to have a mutual fire policy knows full well that ordinary precaution and vigilant care will do more to save his elevator from the flames than all the fire extinguishing equipment ever found at a country station. Well screened windows, lightning protection, frequent oiling of plain bearings, cleanliness outside and inside the elevator, a thorough inspection before closing each night and the placing of fire barrels at every convenient point in the elevator so, if the fire is discovered in its incipiency the helpers have some chance of extinguishing the blaze before it attains dangerous proportions. The Canadian Pacific Railway which carries its own numerous risks places at every point of advantage in its hotels a fire extinguisher or hose reel and a fire alarm which sounds all over the house and quickly enlists the aid of everyone. A loud alarm for every isolated plant should help to arouse the fire fighters and thereby increase the chance of saving the property.

FAILURE to collect demurrage where freight was not removed from cars has proved a very expensive discrimination for Henry Ford's railroad, the D. T. & I. R. R., which was fined \$20,000 last week by Federal Judge Simons for violating the Elkins law. If all shippers must pay demurrage for delaying release of cars then all railroads should be required to pay damages for failure to supply cars for shipments within reasonable time.

THE NOVEL experience of riding up and down the manlift appeals irresistibly to every boy permitted to play in the elevator, and sooner or later the attraction leads the lad to risk his life in an elevator to imitate the authorized riders without knowing the use of the counterweights. Operators of grain elevators who let boys have the run of the building have only themselves to blame when they are made defendants in a suit for damages for personal injury.

FIRES started by lightning are among the most numerous of all causes of fire loss, altho they could be reduced to practically nil by following the suggestions of the insurance companies and providing conductors and grounding the iron roofing and siding. With the allowance in the charge for insurance made to elevator men who equip with lightning rods there remains no argument against installing this protection.

OVERAGES in Canadian terminal elevators have been accumulated to the value of \$220,000, and the problem of their disposal has been settled by the authorities deciding to devote the proceeds to research on rust and root rot and milling and baking qualities of grain. A more fitting disposal of the funds would be return to the contributors, which is impossible; but the next alternative should be the employment of the fund to make the accumulation of dockage unnecessary by teaching the wheat growers to sow pure seed and keep their fields free of weeds such as wild oats.

DUST EXPLOSIONS occur so seldom in country grain elevators that it is inadvisable to swallow such reports hook, line and sinker, as did the adjuster for a stock company fire insurance company in a Kansas case described and illustrated elsewhere in this number. The explosion was one of bisulfid of carbon, for which the insurance company is not liable. As to the infrequency of dust explosions in country elevators this becomes apparent by an analysis of the relative number of explosions in terminal houses and in country houses. Since records have been kept there have been about 57 explosions in terminal houses and about 11 in country plants in the United States and Canada. The 11 country explosions are one in 2,158 of the 23,740 country plants and the 57 are one in 15 of the 850 terminal plants. In other words, the explosions in country plants are, relatively, only seven-tenths of one per cent of those in terminal houses, and are practically negligible. This does not mean that the operator of a country elevator can afford to neglect sweeping up the dust. Accumulations of dust in a country elevator may be negligible as an explosion hazard but they are a real fire hazard.

Divorcing of Warehousing from Trading.

The denial by the Illinois Commerce Commission of the petition of the Board of Trade Warehouse Corporation must be accepted as the final disposition of any scheme that involves even remote control of warehouse space in public service by dealers in grain.

In its denial the Commission reaches into fundamentals that make it impossible to modify the scheme and resubmit it. To satisfy the Commission the directors of the Board of Trade Warehouse Corporation would have to be unconnected with the purchase and sale of grain.

The monopoly features alleged to exist by the enthusiastic young attorney-adviser of the Commission have no bearing on the issuance of the license, for the reason that the Board of Trade has a right to a monopoly of the business of delivering warehouse receipts upon its contracts made in the pit. The Board of Trade Warehouse Corporation as proposed would have no monopoly of warehousing grain in Illinois, in Cook County, or even in Chicago. Its monopoly would be only in the pit. The courts many years ago decided in the case of the Christie-Street Commission Co., a big bucket-shop of Kansas City, that the Board had a monopoly of its continuous market quotations and had a right to say who might receive the quotations. Thus it appears that the Illinois Commerce Commission is exceeding its powers when it concerns itself with deliveries on Board of Trade contracts.

The way still remains clear for the organization of a public warehouse corporation such as that which a few years ago operated the Santa Fe Elevator in the interest of the grain receivers who are not owners of the grain nor buyers and sellers for their own account, and whose management therefore would not be objectionable to the meticulous Commerce Commission.

GASOLINE tanks belong outside of the elevator or engine room and at a level below that of the engine.

Thirteen Things to Remember

The Value of Time.
The Success of Perseverance.
The Pleasure of Working.
The Dignity of Simplicity.
The Worth of Character.
The Power of Kindness.
The Influence of Example.
The Obligation of Duty.
The Wisdom of Economy.
The Virtue of Patience.
The Improvement of Talent.
The Joy of Originating.

The Thirteenth Is:

The Partnership you will have in the Divine Plan if you execute the other twelve.

—Doctor Wright.

Profits Tax on Grain Company.

By the decision of the Court of Appeals of the District of Columbia Apr. 2, 1928, the methods of the Commissioner of Internal Revenue in computing the taxes of grain companies are approved, the appeal by the T. B. Hord Grain Co., of Central City, Neb., being denied.

This appeal is from a decision of the Board of Tax Appeals involving the determination of the profits tax liability of appellant corporation for its fiscal year ended June 30, 1918. The theory upon which the case was determined by the Commissioner and approved by the Board entitled appellant to have its profits tax liability for the fiscal year computed upon the basis of a comparison with a group of representative corporations, as provided by section 328 of the Revenue Act of 1918, 40 Stats. 1057 (Comp. St. § 6336 7/16k).

The computation for the fiscal year resulted as follows: "Profits tax upon income of the fiscal year (12 months) at the 1917 rates, \$67,741.43. Profits tax upon income of the fiscal year (12 months) at the 1918 rates, \$95,498.35." Six months of appellant's fiscal year period fell within the calendar year 1917, and six months within the calendar year 1918; accordingly the profits tax liability was computed on the basis of one-half of the sum of the above amounts.

The computation of the Commissioner, as approved by the Board, is based upon section 335(a) of the Revenue Act of 1918 (Comp. St. § 6336 7/16n[a]), which provides as follows: "That if a corporation (other than a personal-service corporation) makes return for a fiscal year beginning in 1917 and ending in 1918, the tax for the first taxable year under this title shall be the sum of: (1) The same proportion of a tax for the entire period computed under title II of the Revenue Act of 1917, which the portion of such period falling within the calendar year 1917 is of the entire period, and (2) the same proportion of a tax for the entire period computed under this title at the rates specified in subdivision (a) of section 301, which the portion of such period falling within the calendar year 1918 is of the entire period."

Section 328(a) of the 1918 act (Comp. St. § 6336 7/16k(a)) provides: "In the cases specified in section 327 the tax shall be the amount which bears the same ratio to the net income of the taxpayer (in excess of the specific exemption of \$3,000) for the taxable year, as the average tax of representative corporations engaged in a like or similar trade or business, bears to their average net income (in excess of the specific exemption of \$3,000) for such year. * * * In computing the tax under this section the commissioner shall compare the taxpayer only with representative corporations whose invested capital can be satisfactorily determined under section 326 and which are, as nearly as may be, similarly circumstanced with respect to gross income, net income, profits per unit of business transacted and capital employed, the amount and rate of war profits or excess profits, and all other relevant facts and circumstances."

It is conceded that appellant's fiscal year tax must be imposed or levied under the Revenue Act of 1918. Section 300 of the act (Comp. St. § 6336 7/16a), dealing with profits tax, provides that the terms "taxable year" and "fiscal year" shall have the same meaning as provided for income tax purposes in sections 200 and 201 of the act (Comp. St. §§ 6336 7/16a, 6336 7/16b). Section 200 defines "taxable year" as the calendar year or fiscal year ending during such calendar year; and the "fiscal year" is defined as an accounting period of twelve months ending on the last day of any month other than December, the calendar year ending December 31st of each year. It is further provided that the first taxable year under the act shall be known as the taxable year 1918, whether it be the calendar year 1918 or any fiscal year ending during the year 1918. Section 301 (Comp. St. § 6336 7/16aa), imposing the profits tax, provides that profits taxes shall be levied, collected, and paid, "for the taxable year 1918," and shall be computed in the manner thereafter described.

The Court said: It therefore clearly appears that the tax is imposed for an entire year of twelve months, whether it be a calendar year or a fiscal year. The provisions of section 335 do not affect the general policy of the statute in imposing a tax for the twelve-month period. It was merely designed to prevent discrimination between taxpayers who based their returns on the fiscal year and those whose returns were based on the calendar year. Under section 335 the taxpayer who made his return on the calendar year basis would, for example, in 1917 be taxed entirely in accordance with the 1917 law; and in 1918, on a calendar year basis, in accordance with the 1918 law. It logically follows, therefore, as an equitable proposition, that, where a taxpayer makes his return in 1918 upon a fiscal year basis, part of which year was in 1917 and the balance in 1918, section 335 places such a taxpayer in substantially the same position both as to rate of taxation and the manner of computation of the tax as taxpayers whose returns are made on the calendar year basis.

In the present case, where the fiscal year of the taxpayer ended on June 30, 1918, and six months of the period fell within 1917 and six months within 1918, the measure of the tax to be imposed is governed in part by the 1917 law and in part by the 1918 law; but the tax is imposed solely under the provisions of the 1918 law, since the 1917 law stands repealed as to the method to be pursued in the levy assessment and computation of taxes. The 1917 act remained in force only to the extent of measuring the amount of tax which accrued under it; the method of assessment being determined from the 1918 act.

Under section 201 of the Revenue Act of 1917 (40 Stats. 300, 303 [Comp. St. § 6336½b]) and section 301 of the Revenue Act of 1918, defining the normal method of computing profits taxes, but two things are considered: Net income and invested capital. It was, however, recognized that cases would arise where this method, if strictly followed, would be productive of discrimination between taxpayers; and to correct this difficulty it was provided by section 210 of the 1917 act (Comp. St. § 6336½k) that, where the invested capital could not satisfactorily be determined, the amount of income exempt from profits tax should be determined by reference to the profits tax credit of representative concerns similarly situated. But that act applied only where the invested capital of the taxpayer could not be satisfactorily determined.

The Revenue Act of 1918, however, expanded the terms under which profits taxes could be determined by the special assessment method. It was to be applied under section 327 (Comp. St. 6336 7/16): (1) Where the Commissioner is unable to determine invested capital; (2) where the taxpayer is a foreign corporation; (3) where mixed aggregate of tangible and intangible property has been paid in for stock or for stock and bonds, and the Commissioner is unable to determine the respective values of the several items of property; (4) where, owing to abnormal conditions affecting capital or income, a tax computed under the normal sections of the statute would be disproportionate to the taxes of representative companies engaged in the same or similar business as the taxpayer. Where these conditions arise, the tax is computed under section 328 in proportion to the net income of the taxpayer to the average of representative corporations.

In the instant case, the Commissioner determined that the profits tax for the fiscal year should be computed by this special assessment method. He accordingly applied the method prescribed in section 328, both as to the period in 1917 and the period in 1918. There is no dispute as to the representative corporations selected by the Commissioner from which to determine the basis of computation; nor the ratio of profits tax to income which was applied by the Commissioner in reaching his determination.

It is contended, however, by counsel for appellant that the tax should be computed under the normal method for 1917, according to section 201 of the 1917 act; and for 1918, according to the special assessment method of the 1918 act. Under this system of computation, the normal tax for 1917 would be less than the tax computed by the special assessment method; while, for the period of 1918, the tax computed by the special assessment method would be lower than if computed by the normal method.

Under the stipulation upon which the case was tried, it appears that the tax computed upon the basis of the normal method for twelve months under the 1917 law would be \$56,302.70; and for twelve months under the 1918 law would be \$119,535.14. The half of these amounts, or the tax for the fiscal year under the normal method would be \$87,918.92. If computed by reference to the average tax of representative corporations, or the special assessment method, the profits tax for the year 1917 would be \$67,741.43; and for twelve months under the 1918 law would be \$95,498.35. The half of these amounts, or the tax for the fiscal year, determined under the special assessment method, would be \$81,619.89. This is the amount of the profits tax fixed by the Commissioner and approved by the Board.

It is urged by appellant that the tax for the

fiscal year should be one-half of the normal tax for 1917, or \$28,151.35, plus the one-half of the amount under the special assessment method for twelve months under the 1918 law, or \$47,479.17.

In other words, the portion falling in 1917 should be computed by the normal method, and the portion falling in 1918 by the special assessment method. As stated in the opinion of the Board: "The taxpayer claims, however, that for each six-month period the tax must be computed at the rates prescribed by statute and compared with that paid by representative concerns. The lower of the two computations must then be taken in each of the six-month periods. In this manner taxpayer seeks to have its tax for the first six months computed at the statutory rates and for the second six months under the special assessment section. We see no authority in the law to support such a contention."—25 Fed. Rep. (2d) 536.

Liability of Stockholders in Farmers Elevators Co.

Indebtedness of \$20,000 was incurred by the Farmers Co-Operative Union and its assets dwindled to \$3,000, so that the company, its president and each member of the Board of Directors started suit against a number of stockholders, some of whom had and some of whom had not signed each individually a note for \$350, in the district court of Rice County, Kansas.

At the annual meeting of the stockholders in April, 1921, attended by a large majority of them, the financial condition of the corporation was made known to those present; and that "it was suggested that, for the purpose of carrying on the business in the future, and continuing the business of the corporation, each stockholder should pledge himself for the sum of \$350 to indemnify and save the directors harmless from any loss for becoming personally responsible to the creditors of the corporation for the money to carry on the business, and thereupon a resolution was introduced and adopted by the unanimous vote of the stockholders, which resolution was in words and figures as follows, to wit: "A motion made by D. N. Mill, seconded by L. A. Smith, that a \$350 note be signed by each individual stockholders to the Farmers Co-Operative Union Elevator, guaranteeing the board of directors against any loss that might occur. This motion carried. Date April 18, 1921."

The court decided in favor of the defendant stockholders, D. N. Alderman and others; and this decision was sustained by the Supreme Court of Kansas June 9, 1928, saying:

"The facts alleged show that the defendants were stockholders in the plaintiff corporation, not partners with it nor with the other stockholders.

"Were the defendants who signed the notes liable thereon? The notes were non-negotiable, and were made payable to the plaintiff corporation. The notes were signed pursuant to the resolution adopted at the stockholders' meeting. That resolution provided that each of the stockholders should sign notes. Some of the stockholders did not sign notes. To make the notes obligatory on those who did sign, all should have signed. When any one failed or refused to sign, no obligation to pay was imposed on those who did sign. The stockholders present at the stockholders' meeting could not bind those not present who failed or refused to comply with the terms of the resolution. They were stockholders, and their rights as such could not be affected by the resolution that was adopted. Not being binding on them, the notes were not binding on the others. All were bound or none.

"The liability imposed by the notes signed was single and individual. Each signed for himself. There was no joint liability. Each should be sued separately. Hall v. Hall, 124 Kan. 466, 260 P. 645, is controlling on this question.

"The judgment is affirmed."—267 Pac. Rep. 1110.

Canadian Decision on Surrender of B/L.

The recent decision by the Supreme Court of Canada in the case of Hickman Grain Co. v. Canadian Pacific Ry. Co., if followed, will seriously affect the value of Bs/L as security in Canada.

In the United States the holder of a B/L has a good claim against the carrier delivering to some third party without surrender of B/L, and the courts have uniformly maintained the liability of the carrier.

After getting possession of the grain by delivery from the railroad company, the holders, who were the McMillan Grain Co., who had not surrendered the Bs/L, obtained an advance from the Hickman Grain Co., giving the Bs/L as security. The Bs/L contained the usual clause, "The surrender of this original B/L, properly indorsed, shall be required before delivery of the bulk grain when consigned to order."

The lower court decided in favor of plaintiff, Hickman Grain Co., holding that by leaving the Bs/L in the hands of the McMillans after delivery of the grain to that firm, the appellant had put it in the power of the McMillans to represent that the Bs/L were valid and subsisting bills affecting grain then in transit, and that having in that way assisted the McMillans in their wrongful conduct in pledging them as security for advances, the appellant was estopped from denying that the grain was still in its hands, at the time the advances were made.

Two members of the court agreed and two disagreed with the trial judge.

The Supreme Court reversed this decision, holding that the grain company in making advances upon the Bs/L could not rely upon the presumption that since the Bs/L were outstanding the grain was in possession of the railroad company. The effect of this decision is to practically wipe out the value of a B/L as security, in Canada.

On to Boston!

Regarding the Grain Dealers National Ass'n Convention to be held at Boston, Mass., this Sept. 24-26, Alex MacDonald, erstwhile first vice-president and incidentally an active member of the New England grain trade with lounging and mail address in the India-Milk Street Grain & Flour Exchange, Boston, writes:

"I think everybody will have a good time. Expect every grain man and his wife east of the Pacific Ocean to be in attendance."

Alex and Cal Coolidge are very much alike in that they are men of few words. Alex does differ from Cal in one respect, however, and that is that he never catches any fish. When Alex says "I think everybody will have a good time," those few words carry weight.

Grain men can judge for themselves and plan to go to Boston.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

M. P. 15757 passed thru Marquette, Kan., going east, July 18, leaking wheat badly over drawbar and at corner.—Marshall Bruce, Bruce Bros. Grain Co., Kansas City, Mo.

MKT 83880 passed thru Temple, Tex., June 1 going south on Santa Fe leaking a heavy stream of grain at the side door.—R. E. Wendland, Wendland Grain Co.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Tool for Car Coopering?

Grain Dealers Journal: What is the best tool used in coopering and lining cars with paper. Is there a special tool for this purpose?—R. J. Moes, Butler-Welsh Grain Co., Omaha, Neb.

Ans.: The tool recommended for car coopering and lining cars with paper is a hatchet made very sharp. The hammer end should be double cut with notches to not slip off the nail heads.

Lime As a Sideline.

Grain Dealers Journal: Can you advise me whether or not lime is a common side-line among grain elevator operators and whether it is now being handled profitably. Where can I learn as to whether the soil in my territory needs lime?—J. Curl, Marion.

Ans.: Lime is a fairly common side-line among grain elevator operators of the older states. In most instances we find it is handled profitably. According to records of the extension service of the Missouri College of Agriculture, Missouri farmers bought, hauled and spread about 150,000 tons of agricultural lime last year. This represents a steady increase in the use of the soil sweetener since 1920, when only 5,000 tons were used in the state.

"The growth of this practice of preparing sour soil for clover, alfalfa and sweet clover is all the more significant when it is considered that farmers generally have been in financial difficulties the past few years," says this recently issued extension report. "The obvious answer is that money spent for lime to grow clovers is a sound and profitable investment. Tests conducted by the Missouri Experiment Station for many years in different parts of the state show that every dollar spent for lime returns \$1.73 on an average to farmers using it properly."

Nebraska Storage Law.

Grain Dealers Journal: What is the Nebraska law on grain storage? Is it necessary to have a license and put up bond for every form of storage? Even if the grain is held in the grain company's own elevator? What form of storage receipt should be given and are such storage receipts negotiable? What would be the rule governing if a farmer were to demand his identical grain back, if this grain had been sold and hedged or stored in a terminal elevator? Should appreciate your opinion very much.—O. M. Blevins, Millerton, Neb.

Ans.: The law in Nebraska, Sec. 7224, is that if grain is held in store and not paid for in 10 days the elevator is a public warehouse.

A dealer so storing grain is subject to \$50 to \$500 fine for failure to make application for a license to do business as a public warehouseman, to the State Railway Commission.

A bond is required of independent dealers, but not from co-operative ass'ns storing for members. The bond is required to equal the value of grain likely to be held in storage at one time. The annual license fee is \$2.

It is immaterial that the grain company owns the elevator.

No specific form of storage receipt is prescribed by the law, it being required to state "the date, name of owner, the grade, gross weight, dockage and net weight," but the State Railway Commission is authorized to prepare forms which shall be used by all public warehouses.

The receipts are negotiable.

No rule is provided to cover cases where the elevator operator has stored the grain in a terminal elevator. The holder of the receipt is given the option under the law of demanding local or terminal delivery on the same line of railroad, subject to freight and switching charges.

The clause in the law making failure to pay for the grain within 10 days the criterion as to whether a warehouse is public or private is open to attack as unconstitutional.

If title to the grain has passed to the elevator operator, tho not paid for, there would seem to be no reason for holding the warehouse public, as in effect the elevator operator would be storing his own grain.

The form prescribed by the Nebraska Railroad Commission is given in the receipt below.

Cost of Handling Grain at Country Stations?

Grain Dealers Journal: The Journal has often published statements of the average cost of handling grain at country stations where the volume of business is between 100 and 150,000 bushels a year.

I cannot locate this information wanted, and I trust it can give me a copy of such estimates. —Stockdale and Maack Co., Walcott, Ia.

Ans.: Professor R. M. Green of the Kansas State Agricultural College in an address before the Kansas Grain Dealers Ass'n gave the following average costs of handling grain at country stations:

COST OF OPERATING LOCAL ELEVATORS.
(75 Independent Elevators in Kansas.)
80% of total general expenses charged against grain.

Overhead Expense.	
Insurance on plant.....	\$ 55.30
Depreciation @ 4%, \$8,718.....	278.98
Taxes	241.60
Salary of manager.....	1,400.00
Helper	542.40
	\$2,518.28

Operating Expense.

Helper and other labor.....	\$ 542.40
Insurance on grain.....	55.30
Telephone, tel., office expenses.....	144.00
Inspection and weighing.....	90.00
Int. on working capital @ 8%, \$9,714..	621.70
Shrinkage, ½% on 90,821 bu. @ \$1.50..	681.15
Commission @ 1½c bu. on 47,545 bu....	713.17
Fuel and power, heat, etc.....	192.00
Repairs	172.80
	\$3,212.52

Earnings on Investment.

Average \$4,359 @ 8%.....\$ 278.98

Overhead expense per bu.....	2.8c
Operating expense per bu.....	3.6c
Earnings on investment per bu.....	.3c

Total margin necessary to meet costs (exclusive of freight).....	6.7c
Average margin on which wheat buying was done	5.5c
Average size of elevator.....	14,000 bu.
Wheat consigned	37,375 bu.
Wheat sold direct.....	42,822 bu.
Other grain sold.....	10,170 bu.
Total grain handled.....	90,367 bu.

COST OF OPERATING ELEVATORS.
(73 Co-operative Elevators in Kansas.)
80% of total general expenses charged against grain.

Overhead Expense.	
Insurance on plant.....	\$ 66.74
Depreciation @ 4%, \$11,000.....	352.00
Taxes	349.22
Salary of manager.....	1,594.00
Helper	595.00
	\$2,956.96

Operating Expense.	
Helper and other labor.....	\$ 595.00
Insurance on grain.....	66.74
Telephone, tel., office expenses.....	214.73
Inspection and weighing.....	100.00
Int. on working capital @ 8%, \$9,816...	628.22
Shrinkage ½% on 101,337 bu. @ \$1.50..	760.00
Commission @ 1½c bu. on 47,249 bu....	708.73
Fuel and power, heat, etc.....	217.60
Repair	232.48
	\$3,523.50

Earnings on Investment.

Average \$5,500 @ 8%.....\$ 352.00

Total	\$6,832.46
Overhead expense per bu.....	2.9c
Operating expense per bu.....	3.5c
Earnings on investment per bu.....	.4c

Total margin necessary to meet costs (exclusive of freight).....	6.8c
Average margin on which wheat buying was done	6.3c
Average size of elevator.....	15,000 bu.
Wheat consigned	34,020 bu.
Wheat sold direct.....	53,581 bu.
Other grain sold.....	13,229 bu.
Total grain handled.....	100,830 bu.

Measuring Grain in Bins.

Grain Dealers Journal: We are having quite a time trying to figure the amount of grains that we have in our different bins at our elevator. We would appreciate any suggestions that you could give us as to the correct way to figure them out. As you know, there is always a slope from one side and sometimes two and three to the loading chute. We would like you to explain the different methods used by elevators in figuring corn, wheat, oats and barley.—Washakie Trading Co., Worland, Wyo.

Ans.: Grain in terminal elevators at Chicago is estimated according to the rule given below. This table covers grain that has been in the elevator bins long enough to settle. This table is founded on the United States standard bushel of 2,150.42 cubic inches to the bushel.

No established rule has been made for figuring shrinkage. Too much depends on the dryness of the grain when going into store, and the conditions under which it is stored.

Multiply the number of cubic feet in contents of bin by the multiplier in the second column corresponding to the test weight of the grain figured, and the result will come out in pounds. Wheat, corn,

rye, kafir.		Oats.		Barley.	
Test wt.	Multi-plier.	Test wt.	Multi-plier.	Test wt.	Multi-plier.
50.....	43	26.....	20	40.....	37
51.....	44	27.....	22	41.....	38
52.....	45	28.....	24	42.....	39
53.....	46	29.....	26	43.....	40
54.....	47	30.....	28	44.....	42
55.....	48	31.....	30	45.....	43
56.....	49	32.....	32	46.....	45
57.....	50	33.....	34	47.....	46
58.....	51	34.....	36	48.....	48
59.....	52	35.....	38	49.....	50
60.....	53	36.....	40	50.....	51
61.....	54	37.....	42		
62.....	55	38.....	44		
		39.....	46		
		40.....	48		

The rules for calculating the number of cubic feet in a bin are found in the arithmetics. If grain slopes 45 degrees the content will be one-half of the full space.

STATE OF NEBRASKA GRAIN WAREHOUSE RECEIPT

No.
(Insert name of Company here)
Nebraska, 191.....
RECEIVED OF of P. O.,
bushels, Grade..... (Kind of Grain)

(Nebraska Standard Weight) to be stored and insured under the following conditions:

This grain is received, insured and stored under the following conditions:
The maximum charges for receiving, handling, storing, insuring and delivering grain is one and one-half cents per bushel for the first fifteen days for all grain received in warehouse lots, and one cent per bushel for the first fifteen days for all grain received in carload lots; thereafter, one-third of one cent per day. These charges shall be full compensation for service as above set forth. This grain has been received and stored with grain of the same lawful grade. Upon the return of this receipt and payment or tender of stated lawful charges accrued up to the time of said return of this receipt, the above amount, kind and grade, of grain will be delivered within the time required by law to the person above named or his order, either from this warehouse, or at..... at the option of party storing the grain.

..... bus..... lbs. Gross
..... bus..... lbs. Dockage
..... bus..... lbs. Net
(Insert name of Company here)
Per..... Agent.

PARTIAL DELIVERY RECEIPT

Received delivery of grain covered by above receipt from Warehouseman named therein as follows:

Date..... 191..... bus..... Date..... 191..... bus.....
Owner..... Owner.....

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Grain Trade Conditions Improving.

Grain Dealers Journal: In my extended travels over the territory I cover, I am very much impressed at the general improvements being made this year.

These improvements indicate that agriculture and the grain business is well on the up grade of prosperity. In fact these two closely allied lines are at least on a par with other general business, apparently.—A. E. Leif, Fort Wayne, Ind.

Protein Content a Difficult Problem.

Grain Dealers Journal: This year marks some unusually sharp demarcations in the difference of protein content, and presents a mighty tough situation for local elevator operators to contend with, particularly where protein premiums are supposed to be reflected back in price to farmers.

One field in Oklahoma yielding 30 bushels per acre No. 2 dark hard, testing 59 pounds and showing a protein content of 16.24%, differs from a nearby field yielding 22 bushels to the acre, testing 61.5 pounds per bushel, grading No. 1 hard, and showing a protein content percentage of 11.12%.

Two fields at a nearby point in Kansas differed 4% in protein content, while in another direction two other fields differed 6%.

As a rule the shipments from country stations do not vary this much because the grain dealer cannot keep the grain separate, and it is mixed into a more general average.

But, what's the poor grain dealer going to do when farmers come in and demand full premiums for protein content? The grain dealer has no way of testing, and a sample analysis sent to the laboratory may or may not be correct on the lot of grain, according to the representativeness of the sample. Certainly the grain dealer is not going to pay premiums for protein on which he has no check-up. Furthermore, the premiums change daily, involving a hazard any shipper would be a fool to take.

It looks to me as tho the only satisfactory

manner of coping with this situation would be to load out a single farmer's crop in a car, if such a cumbersome method were practically arranged.

Bulk Handling of Grain in Australia.

Grain Dealers Journal: The only state that employs bulk handling in Australia, so far as we know, and that only to a limited extent, is New South Wales. There are no developments in this state towards bulk handling. At times interest is taken in the matter, and some discussion goes on, but does not get beyond discussion.

There are reasons against the bulk handling of grain in this state, one is our relatively small crop. The past season's crop was the biggest the state has had and amounted to 35,000,000 bushels. The second reason is the method of harvesting in this state. Harvesters are employed, which cut off heads of grain, thresh and deliver the grain to bags at the rear of the machine. Possibly, if years ago the reaper had been employed more generally then bulk handling might have been installed, but it is impossible to say whether there is any likelihood of this coming about now. There are so many interests to be considered.—Australian Farmers, Ltd., Perth, Western Australia.

Indiana Pool's Handling Cost Was 28.9c per Bushel.

Grain Dealers Journal: It is well for dealers to understand the report of the Indiana wheat pool as an educational feature.

The Pool's settlement for 1927-8 was made about June 15 and is in part as follows:

Total wheat handled, 2,206,052 bus., which was sold in the markets at prices as follows: No. 2 soft, \$1.568; No. 2 hard, \$1.318; No. 2 mixed, \$1.468. They paid the farmers for same in full as follows, when the shipping point was 11½c per cwt. from the nearest terminal: No. 2 soft, \$1.279; No. 2 hard, \$1.029; No. 2 mixed, \$1.179. Thus the handling margin deducted was 28.9 cents per bushel.

That you may more readily understand the results of this orderly (?) system of marketing, compared with the regular competitive system of independent buying, will suggest that the average handling charge or margin taken by the regular trade runs less than 8c per bu. or 20.1c per bu. less than the pooling cost.

Someone has said this report of the Pool makes regular grain dealers look like "pikers" considering the margin on which they handle grain.—Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n, Indianapolis, Ind.

Why Publish Open Trades?

Grain Dealers Journal: I note that the Department of Agriculture has started to publish daily the open trades in wheat futures, in compliance with a request by the Future Trading Com'ite of the Millers National Federation.

What I would like to know is what useful purpose is served by such publication of open trades. As far as I can see it only makes work for the clerks. Of what value is it to know that the outstanding trades at the close were greater or less than at the close of the preceding day? True, it will show that contracts are being liquidated or extended, but what clue does this give to the future course of prices?

I have read the statement by B. J. Rothwell, chairman of the Future Trading Com'ite of the Millers National Federation, in the Journal June 25, page 750, insisting upon the publication of the open trades, but I would like to hear from him what substantial benefit is to be derived specifically from these figures.—Trader.

Italy's minister of national economy recently requested the presidents of the ten regional institutions of farm credits and the National Bank of Labor and Co-operation to grant loans on warehouse receipts of grain to all farmers applying for such loans.

Explosion Insurance Paid by Mistake.

When the adjuster for the stock fire insurance company carrying the policies on building and grain of the Ochs Bros. at Galatia, Kan., arrived he was told that the explosion was a dust explosion, for which the insurance company is liable under the terms of its policy.

The adjuster thereupon gave the assured a draft covering the amount of the agreed upon damage. Altho experienced in other lines this adjuster was not familiar with elevators, and his report that it was a dust explosion was scouted at the main office, which had reports shortly before the disaster that the house was perfectly clean.

Investigation directed from the main office disclosed that bisulfid of carbon had been used as an insecticide the day before the explosion, as stated on page 58 of the Journal for July 10.

Bisulfid of carbon being inherently explosive its use comes under the clause in the policy employed by all the stock companies exempting them from liability.

Now the insurance company will put in a claim for the return of the amount paid under misinformation as to the facts with a fair chance of collecting by suit, since clearly the company is not liable.



Roof Blown Out on One Side Elevator of Ochs Bros., Galatia, Kan., Badly Damaged by Explosion of Bisulfid of Carbon

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Winnipeg, Man., July 16.—All districts report wheat and barley headed out and oats well advanced in the shot blade. A few districts throughout southern Saskatchewan report slight damage from hail with the most damage occurring in the Stony Beach and Darmody districts. There are still some signs of rust reported from a few points. Districts in southern and eastern Manitoba, which have suffered from too much rain, are making rapid recovery and with the exception of flax there is a splendid prospect for a fair crop. Reports from Alberta would indicate that the present time prospects are favorable for a crop that will equal, if not exceed, that of last year, and that a large acreage of new land is being brot under cultivation.

ILLINOIS.

Alworth (Winnebago p. o.), Ill., July 11.—Prospects for a good average crop this year.—L. W. Bowman.

Hindsboro, Ill., July 12.—There is no winter wheat here. Had quite an acreage of spring wheat, but a blight or scab is cutting the yield at least 50 per cent. Oats and corn are looking fine. We will have to ship in at least three cars of wheat for seeding purposes. — T. E. Hamman.

Springfield, Ill., July 18.—Rainfall was light to moderately heavy the past week, but the showers were less frequent than during previous weeks. It was good growing and working weather. In the northern and central divisions corn made good to excellent progress, much was laid by, and some was tasseling. Conditions vary in the southern counties, but much is weedy and backward. Farmers were busy harvesting wheat, oats, barley and hay. Winter wheat is all cut in the southern areas and threshing has begun in the west central parts. — Clarence J. Root, meteorologist.

Chicago, Ill., July 16.—Redtop seed production in southern Illinois is expected to be about 15 per cent smaller than the record crop of last year. The United States Bureau of Agricultural Economics estimates that approximately 500 carloads of fancy seed will be produced, compared with 600 carloads or more last year, 275 in 1926, 200 in 1925, 350 in 1924, and 375 in 1923. The decrease in production from last year is due to the fact that stands are not so thick as last year. Height of plants and length of heads compare rather favorably with those of last year, and there is but little difference in the acreage, which is larger in some counties and smaller in others. Up to the early part of June prospects for a good crop of redtop seed were very discouraging. Freezes and cold weather apparently had killed or checked the growth of a large percentage of the plants. Subsequently rains occurring almost daily for three weeks, together with good growing weather, seemed to revive the thin, backward meadows to an extent unlooked for by even the most sanguine persons.

INDIANA.

Evansville, Ind., July 17.—The oats crop in southern Indiana this year is the largest in many years, the quality of the grain being good. Oats will be fed to dairy cattle largely during the coming season, it is announced, this taking the place of bran, which is expected to be unusually high. Oats now are being threshed.—C.

Evansville, Ind., July 17.—The corn crop in southern and central Indiana is in excellent condition and with weather conditions right, the yield is going to be the best in many years. Some of the fields of corn in the lowlands were drowned out by the high water in June, but in the main the crop is looking most promising.—C.

KANSAS.

Jamestown, Kan., July 17.—New wheat is pretty damp and hard to handle.—C. A. Powell, agt., W. H. Morrison Grain Co.

Hannum (Concordia p. o.), Kan., July 17.—New wheat is just beginning to come in from the combines. It is pretty damp.—Roy Marshall, agt., Bossemeyer Bros.

Jamestown, Kan., July 17.—Wheat is tough. The crop is better than average but excessive moisture is making it hard to handle.—A. Peterson, agt., Hart-Bradshaw Lumber & Grain Co.

Yuma (Jamestown p. o.), Kan., July 17.—Wheat is pretty good but the combines are having trouble on account of the excessively wet weather.—J. B. Conlee, agt., W. H. Morrison Grain Co.

Miltonvale, Kan., July 19.—Wet weather has delayed wheat harvest. Only about 50 per cent of the grain has been cut. Some combines north of town haven't started yet.—J. E. Shay, Neill & Shay.

Delphos, Kan., July 18.—Harvesting is about half done. Constant wet weather is interfering with the harvest and giving the combines a lot of trouble. Receipts are hard to handle.—Wendell Wilkins, Delphos Co-op. Ass'n.

Beloit, Kan., July 17.—About 50 per cent of our wheat is still in the fields, due to excessive rains. We have had less than one week of good harvesting weather. During that time the grain was grading No. 1. But grain delivered since then has been grading all the way from No. 2 to Sample on account of moisture.—Dockstader & Thierolf Grain Co.

Topeka, Kan., July 10.—A winter wheat crop of 168,091,000 bus. compared with last year's production of 111,283,000 bus. and an average for the past five years of 116,443,000 bus., is forecast in the Kansas July crop reports. This will make the 1928 wheat crop the second largest in Kansas history, being exceeded only by the crop of 176,300,000 bus. produced in 1914. This year's forecast is based on a harvest time condition of 84 per cent of normal and an average probable yield per acre of 15.96 bus. on a revised acreage for harvest of 10,532,000 acres. Early harvest returns have been almost universally above pre-harvest expectations. In spite of much loss of wheat from hail and heavy rains in June, the additional moisture increased the average yield sufficiently to more than offset losses. Test weights are running regularly a normal of 60 pounds and better. The Kansas corn acreage has been increased 14 per cent above that harvested last year and the July condition on the 6,732,000 acres estimated as now growing in the state is 80 per cent of normal. This condition justifies an expectation of an average yield of 20 bus. per acre and a possible crop of 134,640,000 bus. Last year's Kansas corn crop produced 176,910,000 bus. The average crop of the last five years has been 120,170,000 bus. Production is likely to be more or less than the present forecast, depending on July and August weather. This year's stand of corn is generally good and the growth is about normal in most sections. It suffered from low temperatures and too much moisture in June but is rapidly recovering in color and tilth.—State Board of Agriculture.

MICHIGAN.

Lansing, Mich., July 11.—Oats and barley condition is much above average; and with the increased acreage, the production will be larger than last year. Altho there are some good wheat and rye fields in the state, these crops have not fully recovered from winter killing in the southern counties so that the production of each will be considerably less than last year. Corn acreage is 2 per cent larger than last year, but the condition is but little better than a year ago so that the production forecast is only 4 per cent greater. With a short acreage and also a low condition, the hay crop will be short compared with last year and less than average. Many beans were planted early, and replanting was necessary in many fields. Some fields were ruined and abandoned following heavy rains in important bean growing sections. For the state the acreage increase was not as large as expected but 600,000 acres remain for harvest with a low condition which forecasts a production 10 per cent larger than that realized last year.—Herbert E. Powell, Commissioner of Agriculture, and Verne H. Church, agricultural statistician.

MINNESOTA.

Minneapolis, Minn., July 18.—The Northwest spring wheat territory has been favored with good growing weather during the past week and all crops continue to make satisfactory progress. Normal temperatures have pre-

vailed and moderate to heavy rains have been well distributed. Some districts in northern South Dakota and western Minnesota, where serious damage resulted from early dry weather, are showing remarkable recovery. Fields, which two weeks ago were extremely poor, have developed good heads and will show much better production than anticipated. In southern areas winter wheat and winter rye are being harvested with fair yields generally. Early oats and barley will be ready to cut within a few days, and spring wheat has begun to turn. Small grain crops of North Dakota and the Red River Valley are in all stages of development but have prospects of good yields. Conditions in Montana are favorable and harvest of winter wheat will begin in some sections within ten days to two weeks. The condition of flax in most districts is also very satisfactory. There is considerable variation in development due to delayed seeding and the crop as a whole is quite weedy. The plant, however, is thrifty and fields have a good appearance. The acreage will probably show a slight increase over last year. There is an increased supply of moisture, which is now sufficient to mature small grain in practically all sections. In the absence of severe hot winds or serious rust development, we consider general crop prospects in the northwest very favorable.—The Van Dusen Harrington Co.

MISSOURI.

Kansas City, Mo., July 17.—A report compiled by T. B. Armstrong, first assistant chief of the Kansas state grain inspection department, shows an average protein of 11.86 per cent on 5,000 cars wheat. While this grain was received from a scattered area in Kansas, Oklahoma, Colorado, Texas and New Mexico, most of the wheat came from Kansas. The average at this time last year was 12.25 per cent. The low test on the 5,000 cars was 8.24 per cent and the high was 17.52 per cent. Current arrivals of new wheat show a slight deterioration in grade due to increased moisture content. About 15 per cent of the present receipts here are grading down on account of moisture. Quality otherwise is generally good. A larger number of cars of bleached wheat are included. The higher protein wheat is being received from Texas and New Mexico.

NEBRASKA.

Osceola, Neb., July 12.—Wheat is good and we expect an average of 20 bus. per acre.—S. P. Johnson Grain Co.

Reynolds, Neb., July 16.—Wheat is all cut and threshing has commenced. First run stuff is a little damp.—D. L. Davis Grain Co.

Millerton, Neb., July 11.—Corn looks pretty good and is ahead of last year at this time. The acreage is normal.—O. M. Blevins.

Wahoo, Neb., July 10.—Our corn looks good but it is a little late. The acreage is normal.—James Kearney, mgr., Farmers Co-op. Co.

Colon, Neb., July 10.—Corn is about 175 per cent of normal. Acreage is about the same as last year.—J. R. Nation, Farmers Union Co-op. Ass'n.

Wahoo, Neb., July 10.—We are just about thru with the wheat cutting in this locality. Looks like 20 to 25 bus. per acre average yield, tho none has been threshed yet.—Frank Dolezal.

Linwood, Neb., July 10.—Corn is a little late but is farther ahead than last year. The acreage is about normal.—Rudolph Pelz, mgr., Farmers Grain Co.

Shelby, Neb., July 11.—Wheat should yield about 20 bus. per acre. About 60 per cent of it is now in the shock.—F. M. Liebee, mgr., Farmers Co-op. Business Ass'n.

David City, Neb., July 10.—Corn is well advanced and is quite a little ahead of what it was last year at this time. Acreage is about normal.—G. E. Stepanek.

Milligan, Neb., July 13.—One field threshed today showed an average yield of 24 bus. The wheat is a little damp and low in protein.—E. Chudly, mgr. Farmers Co-op. Co.

Osceola, Neb., July 12.—Corn is a little behind but is looking excellent and we expect it to come out O. K. Acreage is about normal.—M. S. Pearson, Farmers Grain Co.

Rising City, Neb., July 11.—Wheat is a good average crop. Yields should average 18 to 20 bus. Harvesting is about half over.—F. Grosshans, J. F. Grosshans Grain & Lumber Co.

Knox (York p. o.), Neb., July 13.—Wheat is all cut and threshing will begin by the middle of next week. Looks like a 15 to 20 bu. average.—J. L. Neville, mgr., Knox Grain Co.

Nimburg (Linwood p. o.), Neb., July 10. — Our wheat will make 15 to 18 bus. per acre average. Harvesting is well under way.—J. M. Uridil Grain Co.

Yutan, Neb., July 9.—Corn looks good. The acreage is about normal. Oats are not very good, and would rate only 60 to 70 per cent normal.—W. M. Miller, Farmers Union Co-op. Ass'n.

Garrison, Neb., July 11.—Wheat is good and we expect average yields of 18 to 20 bus. Wheat is nearly all cut and will be finished up in two days.—W. C. Flickinger, mgr., Farmers Grain Co.

Foley (David City p. o.), Neb., July 11.—Wheat is pretty good and should average 18 to 20 bus. per acre. Corn looks fine and is about normal on acreage.—P. W. Barker, mgr., Farmers Grain Co.

Osceola, Neb., July 12.—Corn looks pretty good and the acreage is equal to that of last year. The crop seems a little farther advanced than it was a year ago.—W. E. Pierson, W. E. Pierson Flour & Feed Co.

Hubbell, Neb., July 16.—Wheat is all cut and threshing has started. Some of the first threshed fields ran 30 bus. per acre and produced wheat testing over 60 lbs. per bu.—E. E. Wit, mgr., Hubbell Farmers Elvtr. Co.

Benedict, Neb., July 12.—Corn looks good. The acreage is about normal. Wheat is pretty well cut and the movement will be on in a couple of weeks.—W. B. McMullin, mgr., Farmers Grain Ass'n.

Prague, Neb., July 10.—Wheat harvest is under way and we expect an average of about 15 bus. per acre. Corn is 100 per cent of normal. Prospects were never better.—J. V. Casper, mgr., Farmers Union Co-op. Co.

Colton, Neb., July 10.—Wheat is pretty nearly all cut. Yields will average 20 to 25 bus. and we expect good quality if the rains aren't too heavy between now and threshing time.—B. R. Freschauf, agt., Nye-Jenks Grain Co.

WASHINGTON.

Seattle, Wash., July 18.—With average weather conditions from now till harvest, the all wheat crop in the Pacific Northwestern States (Washington, Oregon and Idaho) may be expected to total about 83,016,000 bus. as compared with 112,500,000 last year, and the 5-year (1923-1927) average of 91,440,000 bus. The acreage of winter wheat in Idaho is given as 456,000 acres, which is 9% less than last year, and production is estimated at 9,840,000 bus. against 12,274,000 in 1927. Washington has 1,362,000 acres, 13% more than last year, with a likely yield of 28.-602,000 bus. against 33,684,000 in 1927. And Oregon has 810,000 acres, say 10% below 1927, with an expectancy of 16,471,000 bus. as compared with 23,400,000 last year. The total of winter wheat acreage in these three states is placed at 2,628,000 acres. Idaho has 704,000 acres of spring wheat—5% more than last year, with an expectancy of 15,375,000 bus. against 20.-100,000 last year; and Washington reduced her spring wheat acreage 20%, leaving 786,000 acres, expected to produce 9,573,000 bus. as compared with 19,660,000 in 1927 and 20,338,000—the 5-year average (1923-1927). Oregon farmers have remaining for harvest 35% more acreage in spring wheat than in 1927 season, say 223,000 acres, from which they may harvest 3,155,000 bus. against 3,382,000 last year, and 4,699,000, the average of the preceding five years.—John S. Dennee, agricultural statistician.

WASHINGTON, D. C.

Washington, D. C., July 9.—Cotton acreage under cultivation in the U. S. on July 1 is estimated at 46,695,000, which is 11.4 per cent more than in 1927, but 4.2 per cent less than in 1926. This estimate, like those of previous years, does not refer to the total acreage planted but only to that portion remaining in actual cultivation on July 1. Allowance has been made in the 1928 estimate for about 150,000 acres of cotton flooded out in Arkansas during the last week of June and for a small acreage similarly flooded in Missouri. The increases in acreage this season are most marked in the less important cotton states, in the extensive area flooded last year and in some other areas where the acreage was sharply reduced last season. California and Arizona are the only states where the acreage this season is greater than in 1926. Owing to late planting, the need for repeated replantings in many sections, and to the impossibility of working the crop out at the proper time, the reported stand of cotton is 6 per cent below the stand reported by correspondents on July 1 last year.

WISCONSIN.

Madison, Wis., July 17.—Both increases and decreases in this year's Wisconsin crop production as compared with last year are forecasted in the July crop report. The forecast states that this year's crops of corn, oats, barley, and dry beans will probably exceed last year's production, while hay, wheat, rye, flax and clover seed are expected to show decreases. The greatest relative increases are likely to result in barley, which crop is rapidly gaining in favor for feeding purposes. The barley acreage increased 17% or 105,000 acres. The Wisconsin barley acreage is not yet up to what it was 20 years ago when this state grew over 800,000 acres largely for malting purposes.—W. H. Ebling, Agricultural Statistician.

Free Press Crop Report.

Winnipeg, Man., July 21.—The Manitoba Free Press in its fourth general crop report for 1928 gives the following information:

MANITOBA.

Eighty-eight replies from correspondents in this province indicate that wheat is about all headed and much of it for ten to fourteen days. Moisture condition is good generally, with too much in some places. Wheat is rank at some points and heavy rains have caused some lodging. Hail has caused little or no damage, while root rot is mentioned by five or six correspondents as causing some damage. Oats and barley are generally good and decidedly better than last year.

SASKATCHEWAN.

About thirty points in this province out of 152 replies show all wheat headed, though some are as low as 50 per cent. There is much variation over this large territory, and the crop is somewhat uneven. Moisture conditions also vary, but only two points state need of rain. Hail has been prevalent in many districts in the southern part during the last ten days, the damage ranging from slight to 100 per cent in some cases, the highest average being reported at 25 per cent at Halbrite. Oats and barley look like a real crop, both earlier and better than last year.

ALBERTA.

Eighty-two points in Alberta show wheat about 80 per cent headed, with a few all headed. There is not so much variation in this province. Moisture has been plentiful, except at Grand Prairie. Hail losses have been light with the exception of an area at Leduc, which reports 75 per cent loss. Oats and barley are as good or better than last year and are considered to be much earlier generally.

First New Red Wheat Reaches Chicago.

The first car of new red wheat reported received in the Chicago market arrived on July 19, from down near Quincy, Ill. It came to Lamson Bros. & Co.

The grain graded No. 2, with 10 per cent hard winter, weighed 60 lbs., and contained no dockage.

The price bid on the car was from 15 to 17 cents over the July future. However, the shipment was applied on a previous "sale to arrive" contract.

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for September delivery at the following markets for the past two weeks have been as follows:

	July 10.	July 11.	July 12.	July 13.	July 14.	July 16.	July 17.	July 18.	July 19.	July 20.	July 21.	July 23.
WHEAT												
Chicago	131½	132¼	134	132½	132¾	131½	131½	129½	127¾	129½	126½	121½
Kansas City	126¾	124¾	126¾	125½	124¾	124	123¾	121½	120¼	120½	118¼	113½
St. Louis	134	131½	133½	132¾	132¼	131	131½	128½	127½	128½	125¾	121
Minneapolis	134	131½	133½	132	131¾	130½	130	127¾	125¾	126½	124½	118½
Duluth (durum)	120¼	119¾	119½	121¼	119¾	119½	119½	116¾	115¼	116¼	114	109¼
Winnipeg (October)	135½	133¾	134½	133¾	133¾	132¾	131¾	128½	126¾	128¼	124½	118¾
Milwaukee	134¾	132¾	134	132¾	132¾	131½	131½	129¾	127¾	129¾	126¾	121¾
CORN												
Chicago	96½	97¾	99	98¾	97½	96¾	98¼	97¾	98¾	97¾	96¾	94¾
Kansas City	92½	93	94¾	94	92½	92	93¾	93½	94½	93	91¾	90¼
St. Louis	96½	96¾	97½	99	97¾	96¼	98½	97¾	99¾	98½	97½	94¾
Milwaukee	96¾	97¾	99½	99	97½	96¾	98¼	97¾	98¾	97¾	96¾	94¾
OATS												
Chicago	41	41	41½	42	41½	41½	41¼	40¾	40½	40¾	40¼	39½
Minneapolis	38¾	38¾	39½	39¾	39¼	38¾	38¾	36¾	38¾	38¾	38¾	37¾
Winnipeg (October)	51½	50½	52¼	51¾	51½	51½	50¾	49¾	48¾	49¾	48¾	47¾
Milwaukee	40¾	41	42	42	41½	41½	41¼	40¾	40¾	40¾	40¾	39¾
RYE												
Chicago	112¼	109¼	110½	109½	109¾	108¾	108¾	105½	103¼	105	103¾	99¼
Minneapolis	104¼	102½	103¾	102¾	102¾	101½	101½	99	97	98½	96½	92¾
Duluth	107	105½	107	106	105½	104¼	104¼	101½	99¼	100¾	99¼	95¼
Winnipeg (October)	107¼	105½	107½	106	106¾	106	104¼	100¾	98¾	101	98¾	95¾
BARLEY												
Minneapolis	69¼	68	68¾	68¼	68¼	67¾	67	67¾	67¼	67½	67¾	67¾
Winnipeg (October)	74¾	74¾	74¾	74¼	74¾	73¾	73¾	73	73¾	73¾	73¾	72¼

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Milligan, Neb., July 13.—Wheat has begun to move. First run stuff is a little damp. Yields are excellent.—Harry Petrask, agt., W. T. Barstow Grain Co.

Scottsville, Kan., July 17.—Wheat movement is on. The grain is pretty damp and practically all of it is combined. Makes it pretty hard to handle.—Farmers Union Co-op. Ass'n.

Randall, Kan., July 17.—Wheat movement has begun. The grain is very tough. Combines are having a pretty hard time harvesting.—C. W. Bradshaw, Hart-Bradshaw Lumber & Grain Co.

Prince Rupert, B. C.—The final grain ship of the season to load wheat from the Alberta Wheat Pool's elevator was the motor ship King James, which brot the shipments from this port for the season to almost 8,000,000 bus.

Calgary, Alberta, July 14.—Alberta farmers marketed 274,699 bus. of wheat today. There is yet much old wheat in the growers' hands. The outward shipments of the Canadian Pacific totaled about 300,000 bus. today. The greater portion of the grain is going to the head of the lakes.

Oklahoma City, Okla., July 12.—The wheat in this section is about all moved out and looks like the little that is still back will be held by the farmers. The heavy wheat movement in the northern part of the state should be over in the next ten days and then we will be able to take a sober breath.—F. G. Olson, Oklahoma Terminal Elvtr. Co., Inc.

Montreal, Que., July 10.—Receipts of grain for the month of June as compared with June, 1927, in bushels, were as follows: Wheat, 17,072,147-17,619,764; corn, 92,573-88,387; oats, 4,764,070-4,080,094; rye, 3,325,447-8,446,759; barley, 3,023,991-4,064,957. Shipments similarly compared were: Wheat, 15,558,217-11,676,931; corn, 7,211-6,750; oats, 2,054,479-2,636,327; rye, 3,038,031-4,867,452; barley, 1,837,446-2,658,452.—Sec'y J. Stanley Cook, Board of Trade.

Minneapolis, Kans., July 19.—During the first few days of this month combined wheat was delivered in fine condition, every car grading No. 1. Then the wet weather started and combines were unable to harvest effectively. Present run wheat is wet, too wet to store and must be often run to prevent its going out of condition. Harvest is only about half finished.—S. E. Jackman, Jackman Roller Mills.

A division of agricultural co-operation has been established at the Pan-American Union.

A Modern Million Bushel Elevator for Victoria, B. C.

The prospects for a bumper crop of wheat from an increased acreage in Alberta and Saskatchewan is so good over 500 additional country elevators are being erected in the two provinces to handle the 1928 crop. Over eighty million bushels of the last crop having gone into consumption via British Columbia ports the grain handling facilities of Vancouver, Victoria, New Westminster and North Vancouver are being improved by the erection of four fire-proof elevators of modern design and rapid handling equipment. Heavy harbor dues at Vancouver will no doubt help to encourage export shipment via Victoria where the dues are light.

The Panama Pacific Grain Elevator on Ogden Point Pier No. 3, Victoria, B. C., is under cover and will be ready to receive grain in September. This modern reinforced concrete elevator is designed to meet the special needs of Victoria and the Canadian National Railway. See illustrations on outside front cover and herewith. Victoria enjoys the same rate of freight on export grain as Vancouver altho it is 76 miles beyond Vancouver. The C. N. R. R. terminates on the far side of the Fraser River and any freight it delivers in Vancouver must be hauled over the rails of its competitors at a rate double what it costs to ferry the loaded cars across the English Bay to Victoria. Naturally the C. N. R. R. officials were delighted when the city of Victoria voted to guarantee the building bonds of the Panama Pacific Grain Elevator to the amount of \$500,000, as this insured the early provision of modern facilities for handling bulk grain at Victoria, and will materially reduce the cost of terminal handling of grain hauled to tidewater.

Exporters of soft wheat from Puget Sound ports often wish hard Canadian wheat to top their shipments, and this rapid handling elevator at Victoria being right along the route of ocean vessels going from Puget Sound to the Pacific Ocean will facilitate the loading of grain to their liking.

The new plant includes a workhouse, track shed, drier house, boiler house, general and foremen's offices, extensive tracks for storing and handling cars received from ferry.

THE CONCRETE WORKHOUSE, 60'x 62'x194 3", will contain 7 legs and 40 bins ranging in storage capacity from 500 to 13,500 bus. The total storage capacity of the workhouse will be 155,000 bus. Its basement story has an 18 ft. ceiling. The first or cleaner story has a 24 3" ceiling. The bins are 77' 9" deep. The distribution and the scale floor have 19 ft. ceilings, the garner story is 16 3" and the head story has a 19' 3" ceiling.

The basement story contains the boots of the 7 legs, 2-9 inch screw conveyors carrying screenings from the separators on the 1st floor to the screenings leg, head drives and motors of the belts bringing grain from the drier, the receiving pits and the storage tanks to the boots, the car puller and a grain trap for separating grain from the dust picked up by the floor sweeps.

In the first or cleaner story are 6 No. 11 Style B Monitor Receiving Separators each driven by an individual motor. Space is reserved for additional cleaners.

In the bin story two bins next to the track shed are divided horizontally so as to form two 4,000 bus. shipping bins feeding the shipping belts running out over the track shed. Surplus grain will be spouted back to the legs in the basement. A 25 inch Double Carter Disc Oat Separator on the shipping floor receives grain from a small bin and delivers the cleaned grain to bins below.

In the distributing story are 4 Mayo Spouts with a radius of 22 ft. and 3 telescoping spouts

delivering grain to all bins and belts. A No. 9 A Monitor Screening Separator on this floor is operated by a 10 h.p. motor and below it on the conveyor floor is a Carter Disc Separator.

In the scale story are three hopper scales, the receiving scale being of 2,000 bus. and the two shipping scales of 1,200 bus. capacity. A special office is provided for the weighmen.

In the garner story are seven garnerers. One 2,000 bus. receiving garner, two large shipping garnerers, large cleaner and drier garnerers and two small garnerers.

In the top story are the heads of the seven legs. Three 100 h.p. motors drive the receiving and shipping legs and two 50 h.p. motors drive the cleaning leg thru Falk Reduction Gears. The drier and the screenings legs are driven by 15 h.p. motors thru silent and roller chain drives.

The large legs and garnerers are vented thru roof. All leg casings scale hoppers and spouting are of steel.

THE TRACK SHED extending from the working house out to the wharf houses three receiving tracks under which are three receiving pits of large capacity with interlocking valves. Grain from these pits is carried to the 15,000 bus. receiving leg in the working house by a 36 inch belt conveyor operated by a 30 h.p. motor.

A car puller in basement of working house operates cables on each of the receiving tracks and each track is provided with separate power shovels.

A conveyor gallery surmounting the track shed houses two 36" conveyors which expedite the transfer of grain from the two 4,000 bus. shipping bins in the working house to the 20 inch dock spout. Each belt is operated by a 10 h.p. motor through silent chain drives. This gives the house very rapid loading facilities.

A commodious two story concrete general office stands adjacent to the working house while the foreman's office adjoins the first story between tanks and working house.

A fireproof tower with openings to each floor of working house adjoins it at inside corner between tanks and working house. It houses an iron stair and a passenger elevator.

The drier house adjoining the working house contains a 500 bu. Hess Drier and Cooler of the latest design and adjoining it is the boiler house for supplying heat.

Adjacent is a locker and toilet room for the

workmen and an office for the government's inspectors.

THE STORAGE part of the plant is made up of 22 cylindrical concrete tanks arranged in two rows along the dock. Eighteen of these bins have a storage capacity of 35,500 bus. The other four have a capacity of 30,000 bus. and the four shipping bins in the top of these bins have a capacity of 3,000 bus. Five of the interstice bins have a capacity of 8,500 bus, while each of the 5 other interstice bins are divided into 4 small bins of 2,000 bus. each, making the total capacity of the storage part 853,500 bus. Ground has been reserved to add more storage tanks at the far end of the present tanks.

The Texas over the storage tanks is constructed of concrete and provided with numerous windows affording ample ventilation and light. The two 40 inch receiving belts over the storage tanks are operated by 40 h.p. motors through silent chain drives. Each is equipped with a two-pulley tripper of the latest design.

The two 36 inch shipping belts under the tanks are operated by a 30 and a 35 h.p. motor. Each carries grain from a row of tanks and the adjacent interstice bins to a shipping leg in the working house.

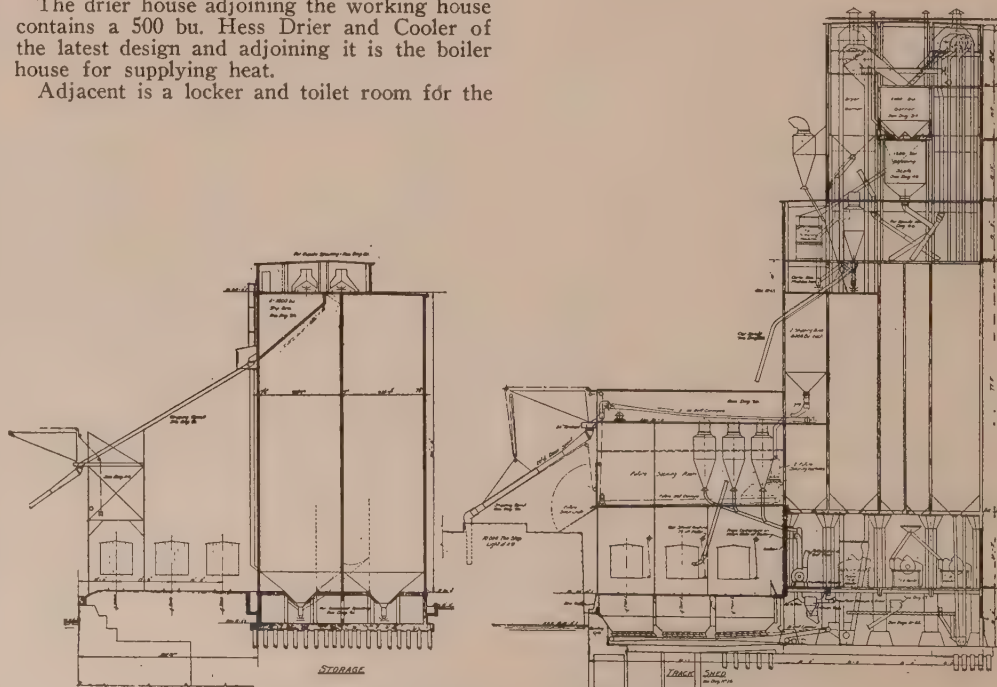
Grain from the four shipping bins in storage part is spouted over the receiving tracks to the dock spouts which are supported by steel towers. Excess grain in these shipping bins may be spouted to conveyor in basement for weighing.

A complete equipment of floor sweeps and dust collectors will keep the plant free from dust, while a large expanse of glass in the cupola walls and in walls of cleaner story will minimize the resistance to any explosive force as well as admit a bountiful supply of light and air.

The plant was designed to provide large storage room and rapid shipping facilities without the employment of a large working force by the Jno. S. Metcalf & Co., and is being erected under the supervision of E. F. Carter of its Vancouver office.

The house will be operated by the Panama Pacific Grain Terminals, Ltd., of which John A. Mooney, Regina, ex-pres. of the Seed Growers Ass'n of Canada, will be president; Dr. E. F. Meyers, Regina, vice-pres.; F. W. Turnbull, Regina, sec'y-treas., and A. J. Gibson, Regina, managing director.

Jim Burden, formerly asst. supt. of the Alberta Pacific Elevator at Vancouver will be supt. of the new elevator.



Cross Vertical Sectional View Panama Pacific Elevator, Victoria, B. C.
[See outside front cover and facing page.]

Senator Borah on the Equalization Tax.

There are two objections to it. The first is that it cannot be done.

There is no power under the Constitution of the United States which permits a Congress to delegate to twelve men the power to impose a tax or an equalization fee upon a citizen of the United States. And if anybody should propose to amend the Constitution so as to give a Congress the power to delegate that power to a bureau the farmer would be the first to fight such tyranny.

But, my friends, suppose it is constitutional. Let us assume for a moment that power exists. I could never for myself get my consent to give to a bureau, a highly paid and highly incompetent bureau, the power to levy a tax or a fee upon the American farmer to whatever extent in its judgment it thought proper to do.

This power is given so that it may be levied upon every farmer of the United States, whether in his judgment he should be a member or a part of the bureau or not. In other words, it is proposed to give the power which will deny the farmer the right to stay out of it, which will deny the farmer the right to get out of it, and which will make him pay for his imprisonment while he is there. The American farmer would be the first to burn us in effigy if it should appear that that bureau had levied a fee which he thought was improper.

No, my friends, the farmer has his problems. But I do not believe, and I represent an agricultural state, that in order that he may be helped he should be called upon to surrender his initiative, his individuality, his economic independence and turn it over to an autocratic bureau at Washington.

Over in Russia Lenin and Trotzky said to the Russian peasant: "Bring your stuff to us. We will market it for you and we will return to you the profits—if there are any." The Russian peasant, having got the first inspiration of liberty for 300 years, said to Lenin and Trotzky: "We will not bring our stuff to you. We will have a voice ourselves in marketing that which we produce. It will be carried on under the judgment of the Russian peasant and not under the judgment of a bureau at Moscow."

In my opinion, friends, the greatest benefit and the greatest favor which has been rendered to the American farmer in his economic independence was when Calvin Coolidge vetoed this bill. And the time will come when the American farmer will recognize the courage and the statesmanship of the man who vetoed the plan to make him a bureaucratic rat.

The Newark (Ill.) Farmers Grain Co. is now operating its own railroad. The line extends 2 miles, from Newark to Millington, where it connects with the Streator branch of the Burlington.

Hoover Against Equalization Tax.

Governor Hammill of Iowa, after a conference with Herbert Hoover at Council Bluffs, told the state convention at Des Moines, Ia., July 18, that:

Mr. Hoover says the Republican farm plank is an affirmative program, it calls on the Republican party to create a federal farm board with funds and machinery necessary to carry out the stabilization of agriculture.

He says it is a national problem. He says the resources of the national government are to be pledged to carry forward the program. Also he says if he is elected his energies will be thrown back of the solving of the problem.

Mr. Hoover says one of his first official actions as President will be to move toward placing the 30,000,000 people in agriculture on a financial parity with business and other industries. He says that for any man to accomplish that would be doing something for humanity, not only for the present but for the coming generations.

The presidential candidate pointed out that the party never pledged itself to the McNary-Haugen bill in 1920, and that it repudiated it at Kansas City. He says the Kansas City plank goes farther than any other.

In discussing the equalization fee he said he does not believe in it. He says he believes it unconstitutional, impossible of enforcement, and also that it compels every producer of commodity involved to get inside the fee. There is no more reason why agriculture should be under compulsion than any other industry.

The Argentina Ministry of Agriculture has issued its revised estimate of this year's production of maize, which is given as 299,614,290 bus., as of June 20, compared with 298,371,429 on May 9. The final estimate of last year's crop was 274,771,429 bus., compared with the final estimate for this year of 316,071,429 bushels. Home requirements are reckoned at roundly 75,900,000 bus.

Conference on Protein Testing.

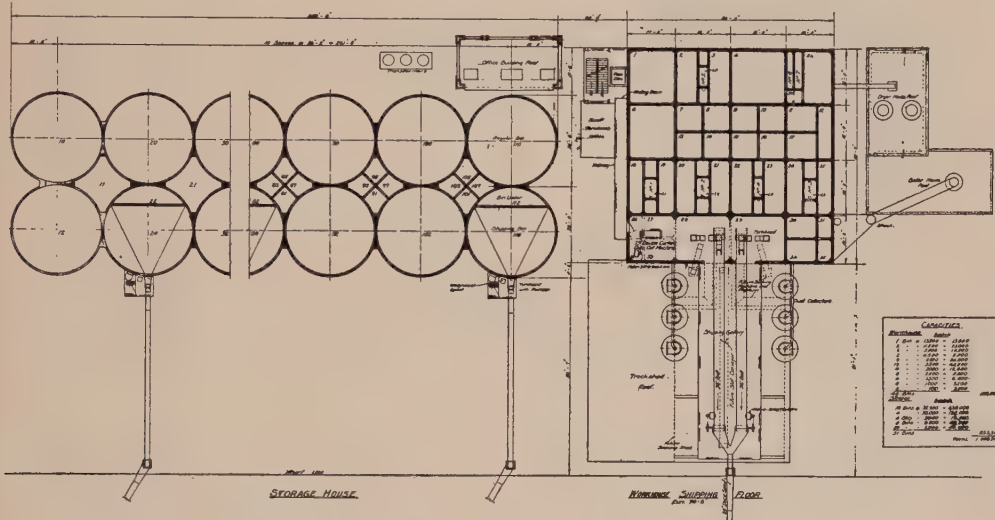
At a conference held in the state capitol at Oklahoma City, Okla., July 18, it was suggested that the most practical plan would be the establishment of joint federal and state protein stations at proper country points where the service would be available to farmers and country shippers, and it was voted by the meeting that a plan along this line be worked out, to be operated either by the state, or as a joint federal and state proposition.

The chairman, E. H. Linzee, was instructed by the meeting, in the form of a motion that was carried, to appoint a com'te of five, including himself, to carry out the work, attend to any needed legislation, and to keep in touch with the federal departments in the matter.

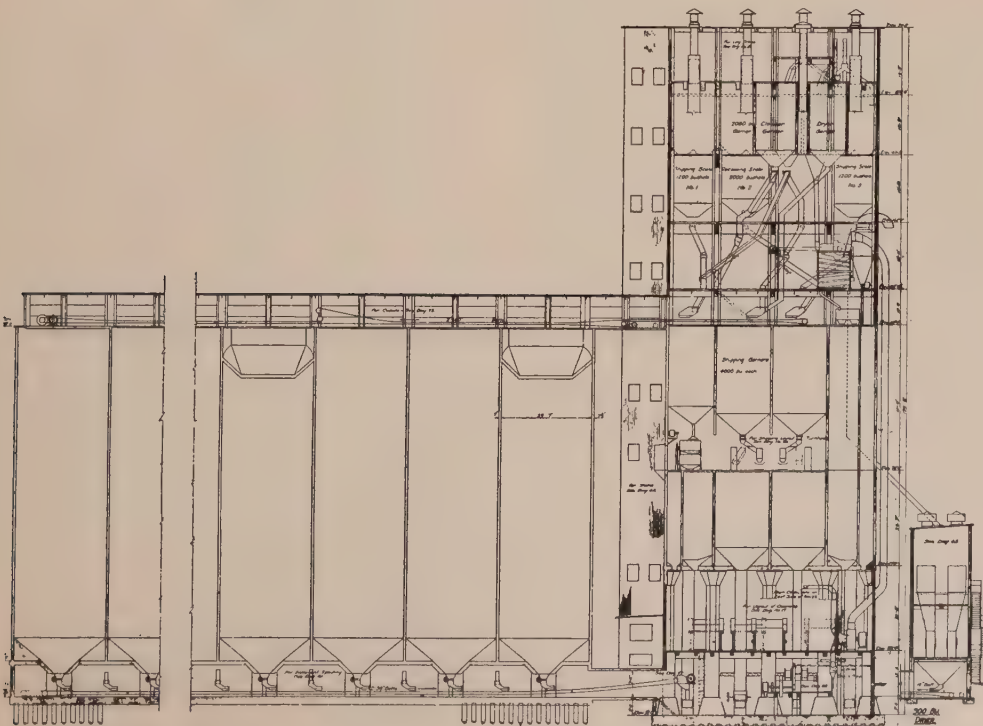
The com'te appointed is as follows: E. H. Linzee, state grain inspector; Dr. Bennett, Pres. A. & M. College; Harry Gordell, Pres. Board of Agriculture; Carl Williams, editor Farmer-Stockman; E. B. Nelms, director vocational agriculture.

The ideas of the plan are to provide convenient and quick service so that during the early and heavy movement of wheat the shippers can have the cars inspected and tested for protein without sending them on an "out of line haul," so that they can be diverted and applied on sales where premiums are being paid for high protein. In this way some of such profit would be reflected back to the farmer thru competition between dealers, and would help to save the profit that is lost on large quantities of high quality wheat that is mixed with lower grades. This will help to overcome some of the disadvantages of not having any consignment markets in the state.

The Oklahoma meeting was the first of a series of such meetings to be held also in Kansas, Nebraska, the Dakotas and Minnesota, by Mr. Nils Olsen, chief of the Bureau of Agricultural Economics, and Mr. Besley, in charge of the grain division of that bureau.



Bin Plan Panama Pacific Elevator, Victoria, B. C.



Longitudinal Sectional View Panama Pacific Elevator, Victoria, B. C.
[See outside front cover and facing page.]

What May Be Accomplished Thru Association Work

Address by V. E. Butler, Grain Dealers Fire Ins. Co., Indianapolis, Ind., Prepared for Nebraska Ass'n of Grain Elevator and Mill Operators

The World War practically wrecked the grain business. We try to kid ourselves into thinking it is the same old business, run in the same old way; but when we stop long enough to give the business sober, conscientious thought, we find that it is hedged in by many restrictions; controlled by many influences over which we have no control or knowledge, and that today we are living in a new commercial world to which we must adapt ourselves and our business.

The war wiped out almost over-night most of the old business practices, and I might say, most of the conditions under which we used to do a grain business. We will never go back to what we call "pre-war normalcy" in the business; and it seems to be obvious that we must direct our energies and center our vision on the problems of the present, and those to come in the future, if the business is to function for the benefit of those engaged in it. We must forget the traditions of the past, and meet the agitation of the present. I use the word "agitation" purposely, for your great problem in the future is the constant agitation for new untried systems of marketing, which if put into practice, will cause still further confusion, with the probability that most of us will be compelled to re-organize our business, if we are to keep it on an equal footing, with equal advantages with others who will enter the grain business.

Marketing Issue in Politics.—We have thought that the time would come when the question of marketing would become a worn-out issue in politics, because it has been an issue for so many years; but it appears to be more of a factor in the political issues of the country than ever before. Our present national campaign will be fought out in this middle western country largely upon the "farm relief plank" in both political party platforms. This means that we may expect many radical proposals will be made by men who have absolutely no knowledge of the marketing of any commodity. There are many phases of marketing that should be improved, and could be improved and made more efficient; but they do not apply to the marketing of our grain crops, in so far as any improvement can be made for the benefit of production.

Grain is a liquid asset, just the same as money, and flows in commerce, just the same as exchange in our money markets, it being at a discount in some locations and at a premium in others, due entirely to that old law of supply and demand. If you do not believe this statement, I would refer you to the recent shipment of American wheat from Europe back to the states. Some will say that that condition should not prevail, but let me call your attention to the fact that the condition is the thing that we call commerce, and surely it demonstrates the fallacy of price-fixing of any commodity for which there is a demand in every country of the world. Our grain crops are so much of a liquid asset that they pass and re-pass according to demand and price.

Wheat Production a Small Part.—Dr. Boyle of Cornell University says that the production of wheat in the United States only represents 6% of the total farm production of the country. If this is true, and I accept the statement as being true, then surely the marketing of this small per cent of farm production cannot be held responsible for all the distress attached to farming. Then why do not our political friends transfer some of their thought to the marketing of the 94% of production of which we hear so little?

The "Political" Mind.—Have you ever had the opportunity to study the workings of a political mind? Let me use an incident to illustrate what I mean. At lunch the other day, I came in contact with one of our Indiana politicians. In ordering what we wanted, we both noticed they were serving "young onions," and they were priced at 10c. We both ordered of them and when delivered we found two small onions for each service. Now, onions at 5c each did not appeal to me in this time of plenty, so mine went back; but my political friend kept his, ate them and launched into a bitter tirade against the middleman, all because of a 5c onion. However, he finally forgot his onions and branched off on the price of wheat; the Chicago Board of Trade; Wall Street and Liverpool, his remarks being in line with much that we see in print regarding the disparity of price between producer and consumer. He was not a producer, but he posed as a producer's friend, so after lunch I suggested to him that we do a little marketing, so we inquired the price of "young onions" at several stores, and found the price uniform at 10c for six. Then we inquired as to the cost to the dealer and found it to be from 7c to 8c per bunch. Then we went to a cafeteria and found

that they served 4 onions for 10c, while we had been served 2 for 10c. No great injustice had been inflicted in any of these transactions, but they illustrated in a simple way what marketing means. Now, what happened in these transactions? The farmer produced in volume and sold at a price that was satisfactory to him. The merchant assumed the risk of finding a customer for the farmer's product and took a profit of 20% on his sales. The cafeteria assumed another risk and performed a service by furnishing a place where the ultimate consumer could partake of food, at a reasonable price, and made a profit of 33 1/3% on his sale. The hotel man likewise furnished a service to the consumer, but he received a profit of 200% on his sale. Now, is there anything wrong in these transactions? I say not, except that my political-minded friend and myself used poor judgment in demanding a service from the hotel man for which we did not want to pay, but which we must pay if we demand and accept it. The merchant did business on a capital of \$500; the cafeteria with a capital investment of \$2,500; and the hotel with an investment of \$150,000. Profits are made in the turnover of capital, and the slow turnover of capital in the hotel, together with the extraordinary service demanded, accounts for the large individual unit of profit on the onions, which started the tirade indulged in by my political friend. It is so in marketing all commodities from the farm or factory. The service we demand is the thing that determines the price to the consumer. Bread is the cheapest food we have on the table at home, but if we buy it in a dining-car it becomes the most expensive.

It is unfair for the politically ambitious to make comparison between the farm or factory price and the price to the ultimate consumer, and hold up the middlemen to ridicule and charge them with making undue profits far beyond reason, without taking into consideration the service demanded by the public. The public is responsible for the wide difference in price that is so bitterly complained of, because of its demand for super service. The political agitator always calls attention to the wide spread in price for a piece of bread served in the Waldorf-Astoria Hotel of New York, and the price of a bushel of wheat on a Nebraska farm, and the price of a steak at the same place, and the price of a critter on the hoof. It is unjust and unfair and it should be the function of associations interested in the handling of farm products thru the co-operation of its members to get the real facts of the matter before producers.

The most of farm products are perishable, subject to rapid deterioration, and are not liquid in character and subject to instantaneous market quotations, such as prevails in the money and grain markets of the world.

No Money in Handling Grain.—The growing and marketing of grain is highly developed. Information in regard to it is available to the public. Every item of interest is published widely and it is due to this publicity that margins of profit for the handling of grain have almost vanished, especially for the handling of wheat. I am going to make a statement that some of you may doubt; it is this—in my judgment, based upon hundreds of country elevator financial statements that come to my desk, there has been no profits made in the handling of wheat thru country elevators since 1921, and I am going to make that a little stronger by saying that in a very large section of the grain growing states there has been no money made in handling grain as a whole.

Audit Shows Loss.—I recently received an audit made of 20 elevators for the crop year 1927-1928, which shows in all of their operations they made a net profit for the year of \$75,140; yet their wheat account showed a net loss of \$18,343. Their oat account a profit of \$8,187; and their corn account a loss of \$1,612. Their merchandise account showed a profit of \$37,040; and they took in \$35,780 for feed grinding, and their other sources of income yielded a profit of \$13,300. There is a discrepancy of \$40 per house in these figures, but in round figures they are correct. Now, these figures show a loss for the handling of grain of all kinds of \$11,768; and a profit on merchandise, feed grinding, and other sources of income of \$86,120. Even the grain produced a loss for them, it appears from these figures that on the whole the business was profitable for the owners. But I have the figures for three years of operation on these same elevators, so let us see what the results have been. In 1925-1926 the net profits were \$46,820. In 1926-1927, they were \$91,080; in 1927-1928, \$75,140. These seem to be good profits, but they did a credit business and their accounts receivable in 1925-1926 averaged

\$116,840; in 1926-1927 they average \$147,560; 1927-1928 they average \$191,200. Now, let us look at it in another way. Profits for 1926-1927 increased on the average per house \$1,813 over the previous year. Their book accounts increased an average of \$2,036 per house. In 1927-1928 their profits decreased \$797 per house from the year before, but their book accounts increased \$1,682 per house. In three years these houses have made \$213,040 profit and they have put \$191,200 of that profit on their books; in other words, they have loaned their profits back to their customers without interest. In actual cash these elevators have paid to their owners \$21,840 in three years, or \$364 per year per house. Of course, they have a nice paper profit which is yet to be cashed in and before they are cashed in there will be a substantial shrinkage. This shrinkage is a waste sustained by business. It seems to me that it should be the function of association work to point out the fallacy of continuing business along these lines. A great work will be accomplished if it is possible to correct this situation.

How to eliminate waste in distribution is the great problem of business. Listening in on my radio not long ago, I heard a representative of the Department of Commerce say that the volume of domestic business operations of this country amounted to not less than 80 billion of dollars each year, and that from 10% to 15% of business values represented waste for useless services that might be saved to the ultimate consumer. If this is true, it means that there is a possible way to save not less than \$80 per year for every man, woman and child in the country.

Big Increase in Feed Grinding.—In a large section of the country the grain elevator has become an institution largely given over to the distribution of merchandise in a retail way, but we wonder if it is necessary to sacrifice profits for handling grain in order to make a profit on merchandise, which we think was the policy of the owners of these plants. One-half of the entire turnover of capital in these elevators is for merchandise and services furnished, such as feed grinding, which shows an increase of 70% in a period of 2 years. These houses sold more than a million dollars' worth of merchandise, and collected more than \$35,000 for feed grinding last year. If the same percentage of waste prevails in selling merchandise at country elevators as in all lines of business, then there is the possibility of saving more than \$100,000 per year in the operation of these 20 plants.

It is up to business men in all lines to study this problem and grain men should give the business more than the "once-over" and devise the means to eliminate their share of this waste.

I have tried to give you a picture of the grain business as it exists today in much of the grain growing country as a foundation for an answer to what may be accomplished thru ass'n work. The accomplishments of an ass'n depend almost entirely upon the enthusiasm of ass'n membership and their willingness in co-operative efforts to bring about better conditions.

Grain Trade Needs Stronger Organizations.

—I attend many grain dealers' conventions every year and I enjoy meeting the men engaged in the trade because they speak my language, and I have never yet attended one that did not give me something that was of benefit to me and my business, which is so closely related to yours. We have found that what is of benefit to your business is of benefit to ours. We believe there is in the making a re-vamping of our system of grain marketing, which may bring about many changes in the operation of your business, and that the grain trade needs more and stronger organizations to guide the powers that be into safe and saner channels of marketing. We know there are many practices followed by individuals that could be made better thru the united effort of ass'n membership. We believe ass'ns promote friendship and confidence between competitors, which is the biggest asset in business.

Conventions such as this and others held throughout the grain growing country are always well attended; yet there are many who do not take advantage of their opportunity to attend and get better acquainted. Of all those who do attend 95% take away something from these meetings that will be of benefit to their business, if they have the will to apply the experience gained by others. A man who builds his business on his own experience is conducting it in the most expensive way, for experience costs real money. It is the lack of experience that causes most of the business failures so we cannot understand why every grain dealer does not attend these meetings and get the experience of others which costs him nothing, is free for the asking, and always willingly passed from one to the other. If he would do so, much of the expense for experience would be eliminated from the cost of doing business.

The big advantage gained by those who attend over those who do not attend is this; they get to see their business as others see it, which gives them a better opportunity to ad-

just their activities and methods into line with those who are successful grain dealers.

Whatever inspired that great Scotch poet, Robert Burns, to write these lines (Americanized):

"Oh, would some power the gift give us
To see ourselves as others see us
It would from many a blunder free us
And foolish notion."

He gave to the business world a rule of conduct that cannot be improved upon. Ass'n work is the power to make the gift.

The secretaries and officers of the many grain dealers state ass'ns are giving their time and their best thought to subjects that will improve conditions under which you do business, and they are entitled to the support of every grain dealer in the country. During the last two years it has become a common practice in many states to hold many local meetings which are of direct benefit to dealers, even though they may not be able to attend, for the discussions cover many individual problems and they usually develop methods of meeting the problems that have troubled you. These meetings cost money. You should help pay for them through your ass'n.

By this time you are getting the idea that we believe in trade ass'ns, and we do, for we have found that business conditions are best in any line of trade if it is highly organized. The grain trade is highly organized in so far as terminal markets are concerned, members of exchanges must respect the rules of the business, for the rules are based upon equity and fairness, but the country grain trade is governed entirely by the viewpoint that each individual engaged in it has of his own business. This viewpoint should be more uniform and you can not have even a semblance of uniformity without organization.

The state has exercised some police powers over the grain business in the past and will exercise more in the future unless those engaged in it organize it more strongly than ever before. We criticize these police powers; yet you can not point to a law or regulation that does not have for its object uniformity of practice. Is there any reason why the grain business should be subject to police regulation? I can think of only just one, and that is that every man engaged in it considers himself a free lance—one permitted to enter into any kind of a contract regardless of its effect on his own affairs or the affairs of others. There is only one way to escape further police protection and that is thru the influence of your trade ass'n; so why not organize a good strong association here in the state of Nebraska and throw your influence in a united way to make the grain business a better business for all engaged in it.

Drier an Aid in Handling Combined Wheat.

"Storing damp wheat in bins" is declared by the U. S. Dept. of Agriculture to be one of the five principal sources of damage and loss in connection with the operation of a combine.

With the increasing use of the combined harvester-thresher the handling of the wheat when damp becomes a real problem. How serious it is will be seen when we consider that it is estimated 3,000 of these machines will be sold in Western Canada in 1928, against purchases of 598 in 1927 and only 176 in 1926. The same is true in Kansas, and to some extent in the American spring wheat area. In more humid

iron. This furnace must be lined with fire brick. It is shipped knocked down and can be very easily assembled.

The furnace can be operated with either anthracite coal, coke, gas or oil as fuel.

The Nos. 5, 10 and 15 Driers can be operated with one 5 h.p. 40 degree motor. No. 20 will require one 7½ h.p. 40 degree motor.

The cost of the operation of this drier on wheat, containing 1 to 2 per cent of moisture, would run about ¼c per bushel.

This same drier can be used for the drying of soybeans, cow peas, clover or alfalfa seed. Soybeans, for the manufacture of oil, should be dried down 12 per cent.

This same machine is used for drying commercial corn, as well as seed corn, oats and other coarse grains.

The machine is made in several sizes, from an hourly capacity of 80 bus. of wheat, upward. The No. 15 drier and cooler unit shown in the engraving herewith has a capacity of 150 bus. of corn or 180 bus. of wheat per hour. Where furnace is placed on either right or left side, the machine occupies a ground space of 13 ft. wide 12 ft. long and has a height over all of 26 ft. 6 in.

This drier has the Randolph continuous feed self cleaning grain column, shown in the engraving herewith. All parts are interchangeable and the grain is accessible at either end of the drier column.

The manufacturers will furnish additional information on request.

You can't keep customers by keeping them waiting.

Growing Pineapples in Canada.

Sec'y Chas. B. Riley of the Indiana Grain Dealers Ass'n recently received a wire from the Soft Wheat Millers Ass'n, Nashville, Tenn.:

No one tries to grow pineapples in Canada or spring wheat in Florida, then why attempt to grow hard wheat in Indiana and other mid-western states which nature intended for soft wheat. Good luck in your most important efforts to get right wheat soon. If we can help please advise.

In a letter the Ass'n enlarges to say: We consider this question to be of very great importance to millers not only in Indiana but to soft wheat millers everywhere. The best informed opinion is that the increased production of hard and white wheat flours in Arkansas and Louisiana is due almost entirely to the premium on red wheat. If the states of Illinois and Indiana, which are suited for soft wheat, grow a wheat suitable for neither hard nor soft wheat flour, farmers will suffer thru discounts and millers thru premiums. In the long run even millers who speculate on premium will suffer, because their real competitors are not soft wheat millers who do not, but hard wheat millers, spring wheat millers and white wheat millers of the Pacific coast and intermountain territories. If, on the other hand, soft wheat varieties are grown in soft wheat states, both millers will suffer.



Randolph Grain Column.

regions eastward farmers are using combines for seed crops such as soy beans, timothy and clover.

In the spring wheat area standing ripe wheat absorbs moisture during the night but dries out again during the following day, provided that the weather is fair. As the standing wheat dries out the test weight increases and the market value of the wheat also increases. The market value under these conditions increases not only because of the increased test weight but also because of the decreased moisture content.

At Jamestown, N. D., where a combine study was conducted in 1927, the market value of the wheat that was cut with a combine at 10 a. m. on August 28, was 79 cents per bushel, that of wheat which was cut at noon was 99 cents per bushel, and that of wheat which was cut at 6 p. m. was \$1.12 per bushel. These were the prices at the local elevator, the difference being based on the differences in the moisture content and the test weight of the wheat at the different periods of the day, all other factors being equal.

When the farmer has been unable to wait till late in the day for the wheat to dry out the burden falls upon the grain dealer to put the wheat into condition for storage or shipment, when the farmer hauls the grain to his elevator.

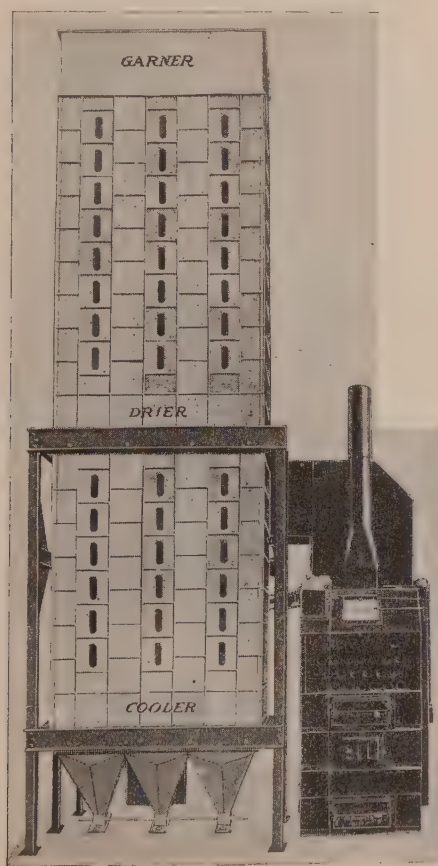
A drier at the elevator will enable the dealer to care for this grain at a profit to himself while aiding the grower who would have to bear the loss for the lack of a market for damp wheat.

To meet the requirements in handling combined wheat a small drier has been designed by the O. W. Randolph Co., that can be set up and placed in operation 24 hours after the arrival of the machine. It has all the substantial construction of the larger Randolph Drier.

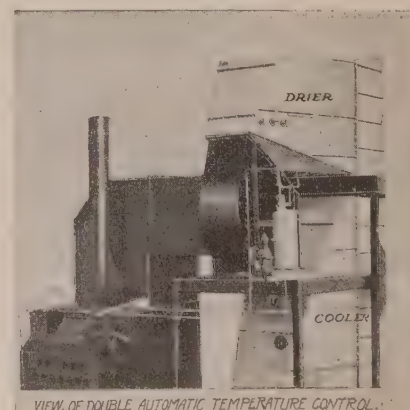
The automatic temperature control used on these driers is the same as that used on driers of one thousand bushels capacity, and operates with the same efficiency. It gives the operator absolute control over the heat at all times, regardless of the outside weather conditions.

All sheet metal parts are made of heavy galvanized steel and all parts are interchangeable.

These driers are equipped with the Randolph steel furnace which is constructed of cast iron and heavy sheet steel, reinforced with angle



No. 15 Drier and Cooler Unit.



Automatic Temperature Control.

Effects of U. S. Grain Standards Act

From Address by Fred Smith, Federal Grain Supervision, Chicago, before Ohio Grain Dealers Ass'n

Inspection Facilities Greatly Extended.—It has been nearly twelve years since the United States Grain Standards Act was passed on August 11, 1916. There has been a remarkable development in inspection facilities during this period. There were 64 markets in the United States at which licensed inspectors were located in 1916. Standards were then effective for shelled corn only. Since that time standards have been established for wheat, oats, rye, barley and grain sorghums.

The number of markets at which there are inspectors licensed under the Act has more than doubled. There are now 131 places in the United States at which inspection offices have been established under the Act, and a considerable number of additional points are served by these inspection offices thru samplers and submitted samples. Two hundred and sixty-seven inspectors were licensed under the Act in 1916 to inspect and grade corn. There are now 466 inspectors licensed for most of the six grains for which standards have been established.

The greatest extension of inspection facilities has been in the grain producing territory, rather than in the consuming markets. This has been the result of a satisfactory application of uniform standards, which have been accepted both at home and abroad as the most efficient instrument for merchandising the great bulk of our grain. The establishment and maintenance of definite standards uniformly applied has resulted in the extension of inspection facilities to large producing areas which had little or no inspection service before the passage of the grain standards Act. This has obviously made it possible to market grain with assurance on the part of both the country buyer and the consumer.

Permanency of Grade Desirable.—There are certain considerations underlying the establishment of uniform standards which are now quite generally accepted. In the first place, grades for grain are like milestones. They must be relatively permanent to inspire confidence and to be of the greatest utility. This is especially true in the export trade in which it takes years to build up confidence, and there is nothing so demoralizing as changing and indefinite standards of quality and condition. Secondly, grain grades should be as nearly uniform as possible. The trade must understand all grades and be familiar with their application to have sufficient confidence to deal in grain at considerable distance and without personal contact. This point is well illustrated thru unusual wheat movements now in evidence. Strong high protein wheat from Montana is moving to the Pacific Northwest, while soft wheat low in protein, suitable for pastry flours, is moving from the Pacific Northwest into the territory east of the Mississippi River. It is a very substantial endorsement of the principle of universal standards when large volumes of grain will move against such heavy freight charges into territory which does not ordinarily deal in these grains. There has been very general satisfaction with the delivery of both the Montana wheat shipped West, and the soft wheat shipped Southeast, and purchases have been quite generally made on the basis of shipping point inspections without any further guaranty as to quality.

In the third place, grain standards should be so constructed as to fit all ordinary crops in such a way as to reflect the quality and yet not permit the debasing of the crops thru the admixture of inferior grains or other materials. Our experience and records show that, in the main, federal standards meet this requirement in a very satisfactory manner. It is obviously desirable that any set of standards which have been effective for a period of years be considered with a view to making any changes which may appear to be necessary in the light of experience. This can best be done by persons who are thoroly familiar with the application of the standards thru constant use, such as the members of your ass'n. The Department wishes the suggestions and advice of both individuals and organizations.

Fourth, grade descriptions should be definite and so fixed that there will be a satisfactory distribution of the grain of the average crop thru the numerical grades, so that commercial values will be reflected. Usually at least 75% of an average crop of grain will be included in the first three grades. Grade limits must not be so low that appreciably inferior grain is included in the highest grades with superior grain. This defeats the purpose of the standards, which is to grade commodities so that superior qualities will be set off and demand the premium to which superior production methods are entitled.

Definite Phraseology.—In the fifth place, standards are so constructed that they furnish

simple and yet definite descriptions which can be accurately and expeditiously applied by inspectors, and yet serve as definite specifications upon which persons located at widely separated points can deal with confidence and certainty.

Supervision.—Over ten years' experience has shown that even the grain standards may be satisfactory, there are two provisions which are essential to their uniform application and the orderly marketing of grain. These are, first and most important, the constant supervision of the application of the standards by licensed inspectors. This is accomplished thru a field organization which centers in a field headquarters in Chicago and operates thru division and district offices. The Pacific Coast territory is administered through a Pacific Coast headquarters located at Portland. There are two divisions in the field headquarters organization located at Chicago. First, the Board of Review, which reviews grain samples submitted from all parts of the country for the purpose of maintaining a uniform application of the official interpretations of the standards, and entertains appeals from supervisors located thruout the United States. The second division is the project "Inspection Efficiency," which determines what degree of uniformity in the application of the standards is being maintained, and takes steps to correct inspection tendencies. This is done thru reports submitted by local supervisors, the Board's returns based upon submitted samples, and a system of intermarket reports which show the degree of uniformity in the inspection and grading of grain which moves between markets.

Appeal Service.—Secondly, appeal service must be maintained for all inspection points. This affords the parties to any contract the protection of an impartial determination of grade at the time and place. This is especially important when persons located great distances from markets wish to assure themselves of an impartial application of the standards free from any local market bias or trade pressure. The importance of the insurance provision of the appeal service is well demonstrated by the increase in appeals called under the Act. Two years ago, approximately 40,000 appeals were entertained, last year 60,000, while this year ending July 1st, over 80,000 appeals will be handled. While in some markets this indicates an unsatisfactory application of the standards on the part of the licensed inspectors, in the main it reflects confidence in the federal grain supervision service and serves as insurance rather than as a corrective measure.

We find that the limitations of our service under the United States Grain Standards Act are not fully appreciated. The United States government employs no inspectors. The service is entirely supervisory and appeal. Since it is only possible to cover a small proportion of all inspections with sufficiently close supervision to insure a satisfactorily uniform application of the standards, appeals must be depended upon to correct obvious errors occurring in the larger proportion of inspections. When some inspector fails to apply the standards properly, because of incompetence or for some other reason, such as local market pressure or political conditions, it is frequently too late to correct the erroneous grades, and the only corrective action which can be taken is against the license of the inspector. Such corrective action has been frequently taken and is usually effective in correcting unsatisfactory inspection conditions.

Invaluable assistance in the application of the standards is rendered by the investigational project of the Grain Division. It has been necessary since the passage of the United States Grain Standards Act to practically redesign and rebuild all inspection equipment and devise more satisfactory and accurate inspection methods. In addition, the investigational project has found it necessary to do a large amount of research work to determine the fundamental scientific reasons for such grading factors as total damaged and texture in wheat. This work has been absolutely essential in the establishment of the standards and the interpretation of the factors. It is possible for an investigational project which covers the entire United States to give consideration to all of the factors which enter into the determination of the quality of grain. This ground work is essential to the establishment and enforcement of standards, since standards which are set up for purely local conditions may prove entirely unjust and very burdensome in other sections and under different conditions. This shows the necessity for a country-wide investigational project which is quite as important as a uniform application of the standards. It must be remembered that the Grain Standards Act was passed as a re-

sult of a consistent demand from producers and trade organizations at home and complaints from foreign buyers. After over ten years of the enforcement of the grain standards, we are likely to forget the conditions which brought about the demand for uniform standards uniformly applied.

The Department has also been of assistance to grain producers and merchants thru advance information concerning crop conditions. During the coming crop movement it will be necessary to avoid the admixture of Spring wheat with soft red winter wheat in the harvesting and merchandizing of grain if serious losses are to be prevented in the territory where Spring wheat has been sown to replace abandoned soft wheat acreage. Moisture also will be a frequent grading factor and calls for closest attention.

Iowa Dealers Enthuse Over Regular Group Meetings.

A very interesting and instructive local meeting was held at Fort Dodge Thursday evening, July 19, under the auspices of the Western Grain Dealers Ass'n, the parent organization sponsoring such affairs over the state.

The meeting was preceded by a banquet at the Waukonsa Hotel.

This is the first group gathering that has been held in the Fort Dodge territory and the response and enthusiasm was so unanimous that it was decided that additional meetings be held regularly thruout the year as the trade conditions warranted. Undoubtedly about three more get-togethers will be slated here before this year passes into history.

Lively discussions were held under the supervision of Sec'y Dave Milligan on particular problems confronting the dealers, including both the condition and the handling of the new crop of barley and oats, the cost of handling grain, the extension of credit on sidelines, and other kindred topics so vital to the successful existence of every grain dealer in the state.

G. A. Dabinett of the U. S. Department of Agriculture presented an address on grain grading, and discussed with the dealers all of the particular problems of federal grades. Mr. Holland followed with a thoro talk on grain elevator insurance, inspections of elevator risks, and the company he represents, the Western Grain Dealers Mutual Fire Insurance Co. Sec'y Milligan supplemented Mr. Holland's address with the statement that in figuring the business of the first six months of 1928 as compared with 1927, there had been an increase in volume of 26 per cent, with losses less than the preceding year.

Special recognition was accorded the many grain solicitors in attendance, who were very instrumental in securing the large attendance at the meeting.

Among those present were: George E. Beals, Humboldt; F. H. Beneke, Palmer; A. C. Bennett, Livermore; Tom Berryman, Granger; John W. Brown, Webster City; S. F. Carleson, Lehigh; C. Carpenter, Cedar Rapids; Ed Cepuley, Lehigh; J. V. Chalus, Ware; Fred Chinn, Bradgate; George Christensen, Fort Dodge; N. F. Christensen, Highview; J. Clausen, Duncombe; H. W. Cramer, Webster City; G. A. Dabinett, U. S. Dep't of Agr., Cedar Rapids; L. A. Douglass, E. W. Bailey & Co., Humboldt; E. L. Dwyer, Fort Dodge; E. G. Edgington, Gilmore City; Frank Fitzgerald, Auditor, Fort Dodge; E. M. Galbraith, Newell; R. G. Glentzer, Fort Dodge; Peter Greenfield, Palm Grove; S. J. Hage, Bode; P. J. Harvey, Gowrie; Chas. M. Helland, Hardy; L. A. Hill, Duncombe; Frank Hocum, Newell; O. H. Holland, Western Gr. Dealers Fire Ins. Co., Des Moines; Mr. Hughes, West Bend, Iowa; Edgar Jacobson, Moorland; A. G. Johnson, Otho; A. M. Johnson, Bode; S. Mahnsor, Duncombe; J. F. Miller, Dakota City; D. O. Milligan, Western Grain Dealers Ass'n, Des Moines; George Moulton, Fonda; G. F. Neal, Gilmore City; G. G. Ninen, Fort Dodge; F. E. Norstrum, Burnside; Frank O'Hearn, Fort Dodge; N. Pearson, Callender; T. S. Rodgo, Thor; A. Rustebakke, Callender; A. D. Sinclair, Quaker Oats Co., Bradgate; M. J. Streit, Algona; M. A. Swanson, Updike Grain Co., Des Moines; W. W. Sylvester, Fort Dodge; William Tack, Perry; A. G. Torkelson, Lamson Bros. & Co., Chicago, Ill.; E. E. Wise, Richards; R. S. Witter, Dawson; P. H. Wold, J. E. Bennett & Co., Ft. Dodge; V. J. Wooley, Quaker Oats Co., Richards; and Ralph E. Young, Lamson Bros. & Co., Davenport.

Modern Elevator and Feed Mill at Billings.

Out in Oklahoma where Blackhull wheat waves in undulating billows over mile after mile of prairie land, and farmers buy combines for its harvest with all the enthusiasm for progress and lowered production costs that impel the manufacturer constantly to seek new and better methods, the grain dealers must necessarily be prepared to handle a rapid movement. When the harvest begins, the grain dealers business begins with a rush. Farmers no longer build great granaries to hold the grain. They hire trucks to take it direct from the combine to the elevator. During the short season while the movement is on everyone works long hours and with the feverish haste characteristic of emergencies.

Elevators designed and built to accommodate the slow movement from shock and stack threshing, taken to market in wagons and dickeringly sold almost a load at a time, now awake at the end of the season with a feeling that they have missed their share of the business. Farmers in their search for efficiency market most of their wheat as quickly as possible. Instead of bringing in a load at a time and driving from elevator to elevator they bring in a sample and direct their haulers to take all the grain to the successful bidder.

The development of rapid handling plants with air lifts and grates over the dumps has been the result. Trucks drive in with heavy loads, are weighed and dumped, and move out again with mechanical precision.

Wm. Hayton, principal owner of Wm. Hayton & Son at Billings, Okla., dealing in grain, coal, seeds and feed, realized this condition. Accordingly he sought to meet it by contracting with Star Engineering Co., to tear down his two old elevators and erect a new and thoroughly modern structure.

The new elevator is a 28x30 ft. studded and iron-clad building set on a heavy concrete foundation and having concrete dump and boot pits. The iron-cladding is bonded over eaves and grounded for protection from lightning. There is room for 25,000 bus. in its 10 bins. Work was commenced on Feb. 16 and the house was completed and ready for operation in April.

Its equipment includes a 20 h.p., 900 r.p.m., G. E. inclosed motor, furnishing power for all the machinery thru a line-shaft. Besides the leg, there is a Monitor Cleaner, a Fairbanks-Morse hammer mill and the air compressor. Three Western friction clutches make these

machines capable of being operated from the line-shaft either separately or collectively.

Grain brought in is weighed over a Fairbanks 10-ton truck scale, dumped by an air lift thru an iron grate and is directed to either of the two pits by means of a flip-flop valve operated by a rope. The leg is capable of handling 2200 bus. per hour. It is run by a single rope drive from the line-shaft on the work floor. This connects with a jack-shaft operating reduction gears transmitting the power to the head pulley. An improved distributor directs the grain to bins or loading spout.

Outbound grain is weighed thru a Richardson automatic scale, designed to handle 1,000 bus. per hour.

A thoroly modern feature cutting down the power costs and earning a very favorable reduction in insurance premiums is nine SKF ball bearing pillow blocks. Five of these carry the line shaft. Two of them bear the jack-shaft and two more carry the head pulley. These operate so smoothly that all of the shafting can be easily turned by hand. Alemite fittings speed the greasing process. A man-lift makes all parts of the elevator easily accessible.

The Monitor cleaner sets on the work-floor, near an opening on the track side of the elevator so that a draft can usually be directed thru the elevator to carry out a large share of the dust. It is connected to the line-shaft with rubber belting.

Adjacent the south side of the elevator is a 24x18 ft. mill room with two hopper bins for serving a Fairbanks-Morse hammer mill capable of handling 75 bus. per hour. This is used principally for grinding ear corn, shelled corn and oats. A meal leg takes the ground product back into service bins. A sacking spout is arranged for sacking the ground product.

Three over-head bins above the elevator drive-way are fitted with valves to drop grain or feed into the farmers wagons or back into the pits so it can be aerated by a draft thru the drive. Two service spouts in the drive-way are used for delivering bulk feed to the patrons wagons.

Mr. Hayton has been concerned with the grain trade at Billings for the past 30 years, the only break being a period of three years, following the sale of his properties in 1918. In 1921 he started over again, and since then has taken on a number of sidelines to the business, principal among which is commercial feeds and coal. He is a member of the Oklahoma Grain Dealers Ass'n.

Entertainment will be furnished by the Armco Band of Middletown, which will celebrate President Edgar Thierwechter's recent birthday.

Come early and bring your neighbor-ship, is the final indication that the attendance will be large and the benefits invaluable.

Much competition is expected in the matter of "setting up" a competitor.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Aug. 1. Ohio Grain Dealers Ass'n-Northwestern Division, Y. W. C. A., Van Wert, O., 6:30.

Aug. 2. Ohio Grain Dealers Ass'n-Southwestern Grain Shippers and Millers Group, Hotel Manchester, Middletown, O., 3:00 p. m. Banquet at 6:00.

Aug. 16-17. Michigan Grain, Feed & Hay Dealers Ass'n Twenty-seventh Annual Convention, Hotel Olds, Lansing, Mich.

Aug. 20-22. National Hay Ass'n Annual Convention, Fort Wayne, Ind.

Aug. 23-24. New York State Hay & Grain Dealers Ass'n, Syracuse, N. Y.

August —. Oklahoma Seedmen's Ass'n, Stillwater, Okla.

Sept. 24-26. Grain Dealers National Ass'n, Boston, Mass.

September 24-26. Terminal Grain Weighmaster's National Ass'n Eleventh Annual Convention, Statler Hotel, Boston, Mass.

September 24-26. Chief Inspectors Grain National Ass'n Twenty-Seventh Annual Convention, Statler Hotel, Boston, Mass.

September 24-26. United States Feed Distributors Seventh Annual Convention, Hotel Statler, Boston, Mass.

Oct. —. Nebraska Grain Dealers Ass'n First Annual Convention.

Oct.—Ohio Grain Dealers Ass'n semi-annual meeting, at Columbus, O.

Oct. 30-31, Nov. 1. Nebraska Farmers Grain Dealers Ass'n Silver Anniversary, Hotel Rome, Omaha, Neb.

1929, Kansas Grain Dealers Ass'n, Wichita, Kan.



Wm. Hayton & Son's Elevator at Billings, Okla.

Ohio Groups Again Active Preceding Movement.

Pursuant to the aggressive motive force increasing the importance of the Ohio Grain Dealers Ass'n to its membership and guests, are two more of a series of sectional meetings to be held very soon. Timely subjects, pertaining on the whole to the handling and movement of the new crops, will be reviewed for the benefit of the grain dealers and millers.

First, on Aug. 1, the Northwest Division will hold a group meeting and dinner at the Y. W. C. A., at Van Wert, O., at 6:30, plates \$1 each. There will be good speakers present to talk about the new oats crop who are determined to influence the "boys" to buy on a fair and sane margin.

Second, on Aug. 2, the Southwestern Ohio Grain Shippers and Millers Group will meet at the Hotel Manchester, Middletown, O., at 3:30 P. M. Following an interesting trip thru the American Rolling Mill Co., a \$1 dinner will be served at 6:00 at the Hotel. Talks on marketing oats, moving pictures on the grading and marketing of grain, accompanied with a grain grading demonstration, discussion on how the terminal market can best serve the grain shipper, the price outlook on wheat and oats, with the headliner of the evening given by Bennett Chapple on "The Value of Organization."



Wm. Hayton, Billings, Okla.

License Denied Board of Trade Warehouse Corporation.

The Illinois Commerce Commission on July 12 rejected the application of the Board of Trade Warehouse Corporation for a license to operate grain warehouses.

Patrick H. Moynihan, chairman of the Commission, said:

"The most serious defect in the suggested warehousing plan involved the subject of management.

"As outlined, the establishment of this corporation would create a monopoly of the business of grain warehousing in the Chicago market. It would be controlled by five directors, all associated with Board of Trade activities. Their position would naturally give them access to valuable information regarding the amount of available grain space in the local market, knowledge not distributed to other traders."

In its order denying the petition for a license the Commission was guided by an opinion given by Attorney Benjamin F. Goldstein, who has made a thoro study of warehousing and was active in the inquiry by the Illinois Legislative Com'te. The Commission says, in part:

It is just as illegal for members of the Board of Directors of the Warehouse Corporation who have no elevator affiliations to operate the public bins, in which is stored grain owned by them, if being on the Board of Directors constitutes operation of such public bins, as for the directors who have elevator affiliations to operate such public bins under the same conditions. The illegality of the plan does not depend upon the fact that the members of the Board of Directors have an interest in the private grain elevators but upon the fact that they have an interest in the grain in the public bins over which they have control. The question, therefore, boldly stated, is: Do the Directors, who admittedly may have an interest in grain stored in the public bins of the Warehouse Corporation, operate such bins? If the answer is in the affirmative, then the combination of interest and operation is in violation of law. Under the flexible unit plan permitted by the Warehouse Act of 1927, the present public warehouse operators, as merchants, are recognized like other merchants of grain, who have no elevator affiliations. It is illegal for any owner of grain, whether or not he be the owner of the private elevator converted into public space, to operate public space wherein his grain is stored, if under the law his being on the Board of Directors is held to operate said public space. The failure of applicant in the pending case to recognize the real question involved has led to many difficulties below indicated.

Neither the courts nor the legislature have defined what is meant by operation, and we are, therefore, in virgin territory. But we are not at a complete loss in the manner of approach to the definition. As already noted, the public policy declared by the courts and the legislature was aimed to condemn the simultaneous existence of both operations of public space and ownership of grain stored therein. Following the constitutional mandate, the courts and the legislature construed liberally in favor of the public the matter of ownership of grain to eliminate an evil result in cases where the operation of the public space, wherein such grain was stored, was admitted. This liberality of construction has destroyed the fiction of corporate reality to an extent not found in any other similar situation. Where the same evil result is found to exist by the use of a device which gives control over the use of public space to those who admittedly own the grain stored therein, the same liberal construction in favor of the public should be employed in the determination as to whether such device for control is, in fact, operation of such space.

Monopoly of Warehousing.—It is obvious, and in fact applicant herein admits, that the plan presented in the above entitled case contemplates that the Warehouse Corporation have monopoly control of public warehousing of grain in the Chicago district. This monopoly control will include not only the present public space, aggregating about 16,000,000 bushels, but also practically all of the private warehouse space in the district available for public storage of grain. The monopoly control, therefore, is even broader in its scope than that existing in 1870, when only public warehouse space was included.

Violation of Law.—Applying these rules of construction to the plan submitted, we find that it violates several separate laws of this state and is inconsistent with the public policy established by Article XIII of the Constitution of 1870.

Under Section 4 of the General Contract any other person must tender the grain for storage before he can demand space. This is clearly an illegal preference. That such preference is not illusory may be seen from the fact that the certainty of procuring public space in a big crop year may give the beneficiary a decided

advantage in arranging purchases and may discourage purchases by others.

Under the plan submitted each of the five directors may trade in, and it contemplates that, eliminating the bankers, they will operate as traders or merchants. Nor is there any restriction upon the right of any director to do business with or accept business from any other director. If it be said that each director through participation in the management of the Warehouse Corporation has an interest in the operation thereof, then his having an interest in the grain stored therein is illegal.

As a practical matter the plan would make possible the control by a majority of the directors consisting of two traders and one warehouseman or two warehousemen and one tracer of all the available warehouse space in the Chicago district and by manipulations to use such control to disorganize the whole Chicago market.

There are indeed many features under the plan submitted which, if properly administered, can be used to greater public advantage than under the existing method of public warehousing. But the success of and public benefit to be derived from the plan depends entirely on the manner in which the management is determined. The Supreme Court of the United States held in *Board of Trade v. Olsen* (supra), that "the Board of Trade conducts a business which is affected with a public interest." The plan submitted is intended to be part of the operations of the Board of Trade. If the Board intends such plan to be in the public interest, certainly the machinery of this plan should be revised radically to eliminate preferential treatment in favor of part of the public; to eliminate the existence of an adverse relationship between the managers of the Warehouse Corporation and those whom they are bound to serve; and to make readily available to the public or their representatives the nature of the operations of the Corporation before action has been taken which may result in public harm.

Arthur W. Cutten, who favors the organization of a Board of Trade warehouse corporation to eliminate the elevator operators from control of grain belonging to the public said:

"One vital objection was the inclusion on the board of directors of the warehouse corporation of two elevator operators, who would participate in the custodianship of public grain. They would also possess the knowledge from time to time of the ownership of the grain. This information among competitors has such value that no one should have access to it."

The six elevator companies in the agreement of Apr. 28 for the protection of holders of warehouse receipts for grain going out of condition informed the directors of the Board of Trade July 16 that they considered the entire contract canceled, including the proposed flexible leasing of space.

Accordingly on July 17 the directors of the Board of Trade adopted a resolution requesting elevator interests to notify Custodian Joseph A. Schmitz of the Board of Trade of any grain in public elevators that is getting out of condition or is of doubtful keeping quality.

At the same time they instructed the Custodian that when so notified he should immediately advise all recorded holders of receipts that their grain is getting out of condition or is of doubtful keeping quality.

Under the action taken, holders of receipts for grain in public warehouses should continue to record them with Custodian Schmitz in order to give the elevator operators the opportunity of notifying them thru the Custodian if their grain is getting out of condition.

The elevator men were perfectly justified in terminating the agreement that had existed, and it is the hope of the directors and officers of the Board that, if agreeable to the elevator people, similar safeguards will be accomplished thru the recording of receipts thru the Custodian and notification to the Custodian of grain going out of condition.

Recent published statements have indicated that a new set-up had been arranged and that a new application would be submitted to the Illinois Commerce Commission for its approval.

If this is true, it has not come to the attention of officers and directors of the Board of Trade, and presumably such news must have emanated, it is said, from the unknown interests who have secretly opposed and accomplished the refusal of the license.

Books Received

THE WICHITA GRAIN MARKET, by A. E. Janzen, M. B. A., is No. 8 of a series of business studies made by the Bureau of Business Research of the University of Kansas, School of Business, issued June, 1928. The 64 page pamphlet contains four sections, viz., Development of Market; Trading Practices, Terms, and Rules; Storage and Milling Facilities; and The Market Territory. The author selected the Wichita grain market as typical of many existing interior markets. The text covers the development of the market from the beginning of the city's history. The rate controversy with Kansas City is also included in the descriptive survey. The conclusion of the study is that Wichita is absolutely necessary as a grain market. Copies may be obtained at 50 cents each, Dept. of Journalism Press, University of Kansas, Lawrence, Kan.

GRAIN.—Grain merchants of London and Liverpool have long known that their office staffs were lacking in the broader knowledge of the grain trade, and have encouraged study by their employees, a special course having been arranged at the City of London College for those engaged in the grain trade. The chapters forming part of the second year's course have been collected in a book entitled "Grain" by S. J. Duly, M. A. (Cantab.) head of the Department of Commercial Products, dealing with the problems the importer meets, such as the establishment of standards of quality, the effect of moisture on grain, the characteristics of the varieties of grain dealt with in commerce, the loss in weight in storage, etc. The author was assisted in the collection of information by the London Corn Trade Ass'n. Thruout the work the thought has been to convey accurate information on every detail of grain handling, starting with the crop in the field and ending in the mill. Grading and selling methods in leading countries are described. Besides serving as a textbook for the student the data gathered are so profuse as to make the work valuable for reference. Cloth, 160 pages, indexed. Published by the Oxford University Press, London, Humphrey Milford; American Branch, 114 Fifth Av., New York. Price, post free, 9 shillings.

"SCALE TABLES," by Edgar W. Block, is a compilation of some 1,100 reduction tables for grain and coal consolidated into 113 tables in 70 pages. It gives the answers in a quick and easy way to over 154,000 problems which would ordinarily call for a book of some 1,000 pages. In the grain business it eliminates all division to secure bushels or values and in the coal business the tables give money values from pounds direct without division or multiplication. The book quickly converts pounds into bushels for oats, cotton seed, timothy seed, barley, Hungarian grass seed, corn meal, ear corn, shelled corn, wheat, rye, flax seed, beans, peas, potatoes, clover seed and coal; also converts pounds to money values for all commodities bought and sold by the ton; also contains other tables, diagrams, market charts and trading rules. At the most, only one addition is necessary for any conversion. These tables are so arranged that the "breaks" are by 10 pound steps from 0 to 28,700 for oats (and other high limits for other grains), all to be found on the same page. Carload weights by 10,000, 20,000 and 30,000 pound breaks are also given at the foot of the page, making the book practical for the carlot handler. Fractional tables are given on a separate page. The coal tables in the rear of the book range from \$2.50 per ton to \$25. These tables may be adopted to determine the price of any quantity of coal at a certain price or, may be used to determine what quantity of coal at a specific price is to be given a customer for so many dollars. Edgar W. Block, author and publisher, Indianapolis, Ill. Price, \$6.

Lake Charles, La.—A new organization to advertise rice was recently perfected by more than 200 millers, bankers, growers and canal men. This organization will take the place of the one projected in January and by co-ordination of all interests, endeavor to overcome the defects of the first movement, arising out of a refusal of about 25% of millers to sign a proposed contract.

Maintenance of Motors in Grain Elevators

By A. S. Rufsvold, General Engineer, Westinghouse Electric & Mfg. Co.

An electric motor, like any other piece of machinery, should be given a certain amount of care and attention if it is to be expected to operate through a long period of years without giving trouble. This is especially true in the case of motors operating under adverse conditions, such as industry and dirty locations. Perhaps some grain operators do not appreciate that the severe dust conditions under which motors operate in grain elevators makes it necessary to give these motors more attention than would be required if they operated in clean locations. The ordinary motor is not a delicate piece of machinery by any means, but if neglected and abused it is not unreasonable to expect that trouble will result.

It appears that the principal offenders in the neglect of motors are the country elevator and small mill operators. In the terminal elevators where motors are used in large numbers they are usually under the care of a competent electrician who gives all of the electrical equipment proper care and maintenance; but conditions are quite different in the ordinary country elevator where motors are often neglected until trouble actually develops.

FOR SMALL ELEVATORS there is a real demand for "maintenance-free" equipment, and that electrical manufacturers have recognized this demand is evidenced by the recent developments and improvements in both motors and starters. For example, there are on the market at the present time various types of enclosed motors, some of which are very well suited for service under dusty conditions. The latest and improved types of motors and starters will no doubt be given their proper place in new elevators and will require much less attention than the older motors. But what of the thousands of older motors which are still in service in elevators throughout the country? These will not be immediately replaced by new improved motors, and most of them will probably be kept in service for a good many more years. But the life of these older motors is certainly dependent upon the care which is given them.

Perhaps it might be well to point out a few of the factors involved in the maintenance of motors, together with suggestions as to reasonable care of motors. It is hoped that the following comments, which in general pertain to all types of grain elevator motors, will bring to these faithful electrical slaves some part of the respect which they deserve.

MOTORS should be kept reasonably clean in order to insure proper ventilation. Motors of practically all types depend upon some system of ventilation to keep their operating temperatures within safe limits. Accumulation of dust and dirt in the ventilating passages of a motor

interferes with the air cooling scheme and results in higher operating temperatures.

The dust also acts as a heat insulator and the flow of heat from the various parts of the motor to the ventilating air is retarded.

BLOWING OUT DUST.—To prevent harmful accumulation of dust motors should be "blown out" at regular intervals by means of a hand bellows or compressed air. In severe cases where the dust accumulates and packs to such an extent that it cannot be removed by blowing it may be advisable to dismantle the motor, perhaps once every two years, and give it a thorough cleaning. This expedient, however, should not be necessary except in extreme cases.

BEARINGS.—Proper inspection and care of bearings is also an important item in motor maintenance, particularly in the case of motors equipped with the old type of sleeve bearings. Modern motors equipped with the new "Sealed-Sleeve" or well sealed anti-friction bearings require very little attention, but the old type sleeve bearings require frequent lubrication, and therein lies a common source of abuse to motors.

The man with the oil can is very prone to pour too much oil into the bearing housing with the result that some of the oil leaks out and is drawn into the motor windings. Oil attacks the protective varnish on the windings, thereby allowing dirt to penetrate, and motor breakdowns have frequently been traced to this source.

Operators should be instructed to keep the bearings on these older motors well lubricated but at the same time should be cautioned against using too much oil. In the new improved type of motor bearing, known as the "Sealed-Sleeve" bearing, the common sources of bearing trouble have been removed, and the necessity for maintenance is almost eliminated. The "sealed-sleeve" bearing is so designed that it is neither possible for oil to leak out or dirt to get into the bearing housing. Bearings of this improved type do not require inspection or lubrication more often than once every six months. Anti-friction bearings using grease lubrication will also operate with infrequent attention, but it is recommended that such bearings be removed perhaps every six or twelve months for the purpose of cleaning out the old grease and applying fresh grease.

Ball bearings, however, must be handled with a great deal of care because a little dirt in the bearing is likely to cause excessive wear and failure. Sleeve bearings have the advantage of being more rugged and not requiring such careful handling. If dirt gets into a sleeve bearing it is washed away by the oil and eventually settles to the bottom of the oil reservoir. Since there are several kinds of motor bearings in existence at the present time, no general rule of maintenance can be given which will apply to all, and it remains for the individual operator to give the motor bearings the attention they require.

CHECKING THE AIR-GAP.—Before dismissing the subject of bearings it might be well to add that if any particular motor bearing is suspected of excessive wear, the condition of the bearing can be quite accurately determined by checking the air gap of the motor with a suitable feeler gage. If the air gap is found to be decidedly unequal, top and bottom, the bearing should be repaired or replaced. In no case should a bearing be allowed to wear until there is danger of the rotor rubbing on the stator.

OVERLOAD PROTECTION.—Practically all motor starters are equipped with some sort of overload device designed to take the motor off the line when the load reaches a value which

is unsafe, but in order to be effective these devices must be set properly to trip at the correct value of load. Modern overload relays of the thermal type are very easily set, and once set they do not require any further attention because the relay is not materially affected by dust or changes in ambient temperature. However, some of the earlier overload relays, for example the oil dashpot type, require a certain amount of attention in order to assure proper motor protection.

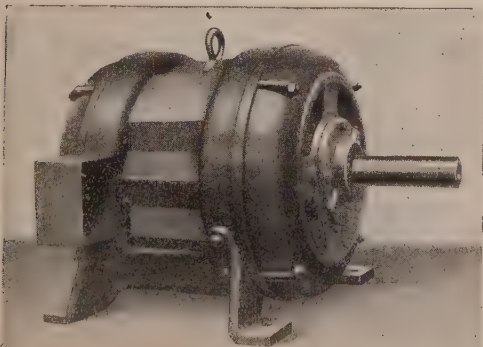
Dust which has found its way into the oil dashpots may cause the relay to be sluggish and unreliable and may even render the relay inoperative. To insure that the motor is suitably protected at all times, dashpot overload relays should be inspected at frequent intervals, and the oil should be changed as often as conditions require.

Of the various types of motors which are now on the market, the enclosed fan-ventilated type shows best promise of reducing the motor maintenance problem in small elevators. A motor of this type is shown in the engravings herewith. A shell completely encloses the interior of the motor, and fans mounted between the end brackets and interior shell circulate cooling air to very good advantage without allowing it to come in contact with the windings. A well designed motor of this type has its windings protected effectively from dust and therefore does not require frequent cleaning, but the bearings must be given the same amount of attention as equivalent bearings on open motors.

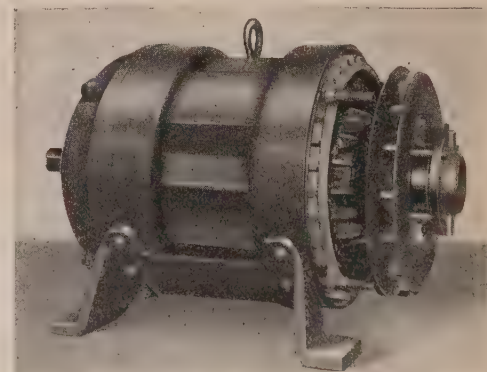
Pipe-ventilated motors have been used to some extent in country elevators but they have distinct short-comings and limitations. Unless the joints in the intake pipe are absolutely tight, dust will be drawn into the motor due to the lower air pressure inside the pipe as compared with outside. Also, the length of pipe which may be used with such a motor is limited, and since the pipe must extend to a source of clean air on the outside of the building, the location of the motor is very often fixed by these requirements rather than by the wishes of the owner. For the benefit of those who are now using pipe-ventilated motors, it might be well to suggest that the intake pipe be removed from the motor occasionally so that the condition of the interior may be observed. A poor joint or hole in the pipe will thus be detected before the accumulation of dust in the motor becomes harmful.

Altho rapid strides are being made in the reduction of maintenance by the use of improved electrical equipment, no motor has yet been designed for grain elevator service that will operate successfully over long periods without some inspection and maintenance. But if motors now installed are given reasonable care and attention they can be depended upon to do their part with utmost reliability in the process of handling grain.

"The waterways proposition is real farm relief, with no entangling assessments attached."—The "Herald," Le Sueur, Minn.



Fan-Cooled, Totally Enclosed Type CS Motor.



Interior Construction of Fan-Cooled, Totally Enclosed Motor

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Pine Bluff, Ark.—The elevator and a large stock of grain and feed of the Cook Bahlau Feed Manufacturing Co. burned about 6 p. m. July 6. The loss is estimated at \$200,000, part of which is covered by insurance.

CALIFORNIA

Los Angeles, Cal.—The assent of a sufficient number of the stockholders of the Globe Grain & Mfg. Co. has been obtained to insure the completion of the proposed plan to reduce the par value of the company's capital stock from \$100 to \$25. Under the reorganization plan the company will split the 60,000 shares of \$100 par value into 240,000 shares of \$25 par value.

CANADA

Tees, Alta.—The Independent Grain Co., Ltd., is building a 35,000 bus. cribbed elvtr.

Armstrong, B. C.—The Armstrong Co-op. Exchange is building a 5,000-bu. elevator.

Disley, Sask.—The Patterson Elevator Co. has succeeded the Dwyer Elvtr. Co., taking possession July 1st.

Borra, Sask.—The Saskatchewan Pool Elevators, Ltd., has succeeded the Dwyer Elvtr. Co., taking possession July 1st.

Winnipeg, Man.—J. H. Pank, long with the Pioneer Malting Co., Minneapolis, is now general manager of the Dominion Malting Co. here.

Midland, Ont.—The Edw. R. Bacon Grain Co. has remodeled its elevator. The marine leg was taken out and a larger leg installed by the John S. Metcalf Co.

Janet, Alta.—Columbia Elvtr. Co. is building a 30,000-bu. cribbed elevator with gas power, one leg, 16 bins, air dump and a 10-ton Fairbanks Scale. Voss Bros. have the contract.

Vulcan, Alta.—Parrish & Heimbecker, Ltd., are adding a 60,000-bu. cribbed annex to their elevator on the C. P. R., making the total capacity 101,000 bus. It is electrically operated.

Victoria, B. C.—Jim Burden, formerly with the South African elevators and until July 1 asst. supt. of the Stewart Grain Elevator No. 1 at Vancouver, will be supt. of the new elevator here.

Shonts, Alta.—Hannan & Carver have a new, up-to-date 40,000-bu. cribbed iron clad elevator with air dump, a 100-bu. Fairbanks Hopper Scale, a 10-ton truck scale, ball bearings thru-out, a manlift and a Fairbanks-Morse Gas Engine.

Edmonton, Alta.—The Malden Elvtr. Co., Ltd., has opened a wire office here and the cash grain business of the northern part of Alberta will be directed from Edmonton. E. T. Malden, formerly in charge of the Regina office, will be manager.

Nisku, Alta.—The Krause Milling Co. has just completed a modern 40,000-bu. cribbed iron clad elevator with manlift, ball bearings, an air dump, a 10-ton Fairbanks Truck Scale and a 100-bu. hopper scale. Power will be supplied by a 15-h.p. Fairbanks-Morse Gas Engine.

Peacock Siding, Alta.—The Pioneer Grain Co. of Calgary has let the contract to Voss Bros. for a 40,000-bu. cribbed elvtr. It will have SKF Ball Bearings thruout, electric power, air dump, manlift and a 10-ton Fairbanks Truck Scale and a 100-bu. Fairbanks Hopper Scale.

Lethbridge, Alta.—The Ellison Milling Co. is building 35,000-bu. cribbed elevators at Turin, Iron Springs, Diamond City and Milk River, and a 40,000-bu. cribbed elevator at Coalhurst, Alta. Electric power and Clow-Winter Head Drives are being installed wherever electric current is available, elsewhere gas engines. One leg, a manlift, 18 to 21 bins, air dumps, SKF Ball Bearings and 10-ton Fairbanks Scales are being installed. Voss Bros. have the contract.

Port Arthur, Ont.—The Manitoba Wheat Pool has awarded a contract to the Carter, Halls, Aldinger Co. for a 600,000 bu. storage addition to the Gillespie Elvtr. C. D. Howe & Co. are consulting engineers. The elevator is one of the oldest landmarks in the district, having been erected in 1883.

Edmonton, Alta.—The Fraser Grain Co. of this city has let the contract to Voss Bros. for 30,000-bu. cribbed elevators at Fedorah, Opal, Egremont and a 40,000-bu. cribbed elevator at Vilna. All will use gas power, air dumps and 10-ton Fairbanks Truck Scales, 100-bu. hopper scales for shipping, and SKF Ball Bearings.

Prince Rupert, Ont.—The government has leased for a further term of five years the Prince Rupert elevator to the Alberta Wheat Pool. The original lease for two years was at the nominal rental of \$100 per year, but for the new one the rental will be \$10,000 a year, calculated on the public investment in the structure.

Regina, Sask.—Parrish & Heimbecker, Ltd., have taken over eight elevators of the Dwyer Elvtr. Co. and will operate them in conjunction with their elevator at Craven from this office under the management of P. M. McLaughlan. The elevators taken over July 1 are located at Zehner, Tregarva, Rheim, Aylesbury, Milestone, Hamton, Calder, Edenwold and Sidmar.

Prince Rupert, B. C., July 3.—Wm. McIvor, supt. of the modern reinforced concrete elevator operated by the Alberta Wheat Pool, has in store about 135 tons of oat scalplings taken out of wheat received. Until the last crop started to move the wheat was almost free from oats, but he has taken 20,000 bus. of commercial oats from the eight million bushels of wheat of the last crop received. Two No. 5 Carter Disc Separators and a seed disc separator will be installed before another crop moves. The wheat receipts of the last crop have averaged 7 to 8% weed seeds.

New Westminster, B. C.—The 800,000-bu. reinforced concrete elevator being erected for the New Westminster Harbor Commissioners by Stuart Cameron & Co. is on the Fraser River. The foundation is now in and the house will be completed in November. The house will be equipped with two receiving and one shipping leg of 18,000 bus. capacity, and three cleaning and screening legs. Each of the four receiving pits will hold 2,000 bus. The house will contain three 2,000-bu. hopper scales, six Monitor No. 11 receiving separators, one No. 9 Monitor Screening separator, one Big 5 Carter Disc Separator, double chain speed reducers, electric motors and passenger elevator. Grain will be spouted direct to holds of ocean going steamers by six large loading spouts, each supplied by a 5,000-bu. shipping bin. The house will be leased to a private grain firm for operation. The construction work is being carried on under the direct supervision of E. D. Casseday.

Winnipeg, Man.—The Canadian Consolidated Grain Co., Ltd., comprising seven large Dominion elevator companies, has been formed. Officers of the new company are W. H. McWilliams, formerly with the Canadian Elvtr. Co., pres.; C. E. Austin, formerly with the McCabe Elvtr. Co., vice-pres.; Chas. Hayles, formerly with the Dominion Elvtr. Co., is also identified with the company. The new organization will have a paid up capital of \$6,000,000 and will operate 275 country elevators in Manitoba, Saskatchewan and Alberta, with a storage capacity of 8,500,000. Terminal houses will be maintained at Fort William and Port Arthur, giving a total capacity of 12,000,000. The companies affected are the Canadian Elvtr. Co., Ltd., the Dominion Elvtr. Co., Ltd., the Victoria Elvtr. Co., Ltd., the Crescent Elvtr. Co., Ltd., the McCabe Elvtr. Co., Ltd., the Empire Elvtr. Co., Ltd., and the Thunder Bay Elvtr. Co., Ltd. Reduction in operating expenses is the object of the merger. Shares of the new company will not be offered in the open market at present.

Regina, Sask.—Altho the Saskatchewan Pool Elvtrs., Ltd., started this year with 712 elevators of its own and operated 16 leased elevators, it is building, or will soon start to build, 212 more elevators. If the work of building this large number is completed before the crop moves, elevators will be erected at ten other stations. This will give the Saskatchewan Pool 950 country elevators in the province. All these elevators are built after a standard design with a double deck of bins along sides. A crew of approximately 25 men is placed on each job so as to rush the house to completion. While most of the new elevators will have 18 bins and storage room for 35,000 bus., some will have 22 bins with room for 40,000 bus. All will be of cribbed construction with lap siding and have concrete foundations. All will be equipped with an air dump, SKF Self-Aligning Ball or Roller Bearings, one leg fitted with 12x6x6-inch cups, a manlift, a 100-bu. hopper scale for weighing shipments and a 10-ton truck scale for weighing receipts in sleds, wagons or trucks. Most of the scales are of the Fairbanks make. Where electric power is obtainable a 15-h.p. motor will be installed in the cupola and power transmitted thru a speed reducer, G. E. Motors and Clow-Winter Head Drives being used in many plants. Where it is necessary to use an oil engine, a 15-h.p. Fairbanks-Morse Type Z is installed and power is transmitted from the jackshaft in basement to countershaft in cupola by an 1½-inch rope. In a few elevators a cleaner is installed and a 5-h.p. motor installed to operate it. All these elevators are designed to care for 2,000 to 2,200 bus. of wheat in each overhead bin so as to facilitate the assembling of wheat of the same grade in carload lots and thereby expedite shipments. The hopper scale is always placed on the ground floor so that grain from the overhead bins can be dropped into the hopper and loaded out with one elevation. The shifting of the load in the house does not interfere with accurate weighing by the hopper scale when placed on the ground floor. All the pool elevators are kept in such good condition that by insuring them against fire with one company a rate of \$1.05 per hundred is obtained. No side lines are carried. The Pool does all its own repair work, but lets contracts for all new elevators.

CALGARY LETTER.

Calgary, Alta.—The Calgary Terminal Grain Co., Ltd., will install a grain drier in its elvtr. here.

Calgary, Alta.—R. C. Lawson, Supt. of the Calgary Malting Co.'s 650,000-bu. elvtr. in East Calgary, died recently of cancer.

Calgary, Alta.—Parrish & Heimbecker, Ltd., are building 30,000 bu. cribbed lap-siding elvtrs. at Cheshill, Meanook, Morcambe, Alta.

Calgary, Alta.—The Alberta Pacific Grain Co. has let the contract to Voss Bros. for 30,000-bu. cribbed elvtrs. at Coalhurst, Peacock Siding and Tempest. All will have one leg, 16 bins, air dumps with Clow-Winter Head Drives and 10-ton scale and SKF Ball Bearings.

Calgary, Alta.—The N. Bawlf Grain Co. is installing truck dumps and 10-ton Fairbanks Truck Scales at 40 of its country elevators. The impression prevails that eventually the small truck will survive in spite of the bad roads, while the large trucks will be discarded.

Calgary, Alta.—The Northern Grain Co. of this city has let contract to Voss Bros. for 40,000-bu. cribbed elevators in the Edmonton district, at Harry Hills, Spruce Grove and War-spite. All will have one leg, 18 bins, manlift, SKF bearings, air dump, 100-bu. Fairbanks Hopper Scale, 10-ton Fairbanks Truck Scale and 15-h.p. Fairbanks Engine.

Calgary, Alta.—The Alberta Pool Elvtrs., Ltd., has let a contract to the F. W. McDougall Construction Co. for 40,000-bu. elevators at Wetaskiwin, Ranfurley, Stony Plains, Kingman, Royal Park, Roundhill, Bon Accord, Innisfree, Lamont, Ryley, Bruce, Gibbons, Picardville, Armena, Millet, Clyde and Chipman; and 35,000-bu. elevators at Jarrow, Edburg, Rochfort, Inland, Mayerthorpe, Tofield, Ardrossan, Duagh, Morningside and Heath. With the exception of the house at Wetaskiwin, which will be operated by electric power, these houses will all be operated by Fairbanks-Morse Gas Engines. All will have manlifts, 100-bu. hopper scales, air dumps, 10-ton scales and SKF Bearings. A motor and speed reducer will be installed in the cupola of the house at Wetaskiwin, and in all the other plants power will be transmitted from jack shaft in basement to counter shaft in cupola by 1-in. rope.

Calgary, Alta.—The United Grain Growers, Ltd., is building 30,000-bu. cribbed elevators with wood siding at Brown Vale, Derwent, Ardley, Pickerville, Prestville, Sedalia, Radway Center, Belloy, Reno, High Ridge, Peacock Siding, Busby, Coronado, Eckville, Gainsford, Demay and at four other stations on the new Wellington & Edmonton branch of the C. P. R. All will use gas power except Peacock Siding which will use electric power with Clow-Winter Head Drive. All will have air dumps, Fairbanks 10-ton Scales, one leg and 16 bins, 100-bu. hopper scale and SKF Ball Bearings. Voss Bros. have the contract.

Calgary, Alta.—Altho the Alberta Pacific Grain Co., Ltd., operated 235 elevators in Alberta last year, it is building 30,000 and 35,000-bu. cribbed iron clad elevators at Brownvale, Diamond City, Equity, Sheerness, Gatine, Judah, Bonnyville, Coalhurst, Entice, Falher, Girouxville, Kirkcaldy, Leo, Leahurst, Naco, Roma, Swastika, Strangmuir, Tempest and Edgerton, Alta. Where electric current is available motors and speed reducers will be installed in cupolas. Where electricity is not obtainable a Fairbanks Gas Engine will supply power to head through a rope drive. Roller bearings will be used thruout on all bearings. A manlift will be installed in each house.

VANCOUVER LETTER

Vancouver, B. C.—The floating grain elevator, the Blatchford, has been dismantled and towed to Bidwell Bay, carrying with it the fond hopes of the champions of lighter loading for ocean vessels.

Vancouver, B. C.—The three members of the Board of Harbor Commissioners have each been granted an increase of \$1,000 in salary. F. R. McD. Russell, chairman, will now receive \$7,000 annually, and B. George Hansuld and A. M. Pound \$5,000 each. These commissioners were appointed to office in January, 1927. Since then the board has leased No. 1 and No. 2 elevators and Lapointe Pier to outside interests and has added considerably to harbor assets by reclamation of industrial areas on the North Shore. The board has assisted in establishing two new terminal elevators, the Midland Pacific and the Alberta Wheat Pool houses.

Vancouver, B. C.—The Midland Pacific Grain Corp., Ltd., recently incorporated by A. C. Randall, Minneapolis, pres., and C. W. Roenisch, Calgary, vice-pres., has taken over the grain business here of Randall, Gee & Mitchell and the Midland Grain Co., Ltd., and is now erecting the first unit of a grain elevator in North Vancouver. The working house will be of cribbed construction, of 100,000 bus. capacity and the storage of reinforced concrete, 400,000 bus. capacity. The house will be equipped with six No. 11 Monitor Separators, one Big 5 Carter Disc Separator, one No. 9 Monitor Screenings Machine. The 27 Canadian Westinghouse Motors will have an aggregate horsepower of 1,400. The work house will be divided into 100 bins and the storage into 30 bins. Each of the two receiving legs will have an elevating capacity of 15,000 bus. The shipping leg has an elevating capacity of 18,000 bus. One of the receiving legs can be used for shipping. Two cleaner legs can elevate 8,000 bus. each. One screenings leg is also provided. The shipping gallery will contain two 40-inch belts operated by 50-h.p. motors and give a loading capacity of 30,000 bus. per hour, feeding thru seven dock spouts. Two 30-inch receiving belts are above and two 30-inch belts are below the storage tanks. The house will be ready to take in grain Sept. 15. Mr. J. Whittle will be manager and H. E. Roenisch will be supt. of operation. The plant is designed to handle 80 cars in and out each eight hours.

Vancouver, B. C.—The Alberta Pool Elvtrs., Ltd., a subsidiary of the Alberta Wheat Pool, has its new reinforced concrete elevator under roof and will be ready to receive grain Sept. 1. This house will be operated in conjunction with Elevator No. 2 which it leased from the Harbor Commission. Joe Bennett will be supt. of both elevators. The new plant will have tank storage for 2,000,000 bus. while the working house will provide room for 400,000 bus. Each of the three receiving legs and four shipping legs will have an elevating capacity of 25,000 bus. per hour, the four cleaner legs, the screenings leg, the tailings leg and the drier leg will be smaller. The 44 large tanks are 23 feet in diameter and 100 ft. deep. One-half of the 30 interstices are divided into two bins and the other half into four bins. These with the 20 pocket bins along the sides of tanks and the six larger pocket bins at the ends of tanks will give seven dif-

ferent sizes of bins in the storage. Electric power will be used thruout, 73 motors being installed in the workinghouse and storage and 15 G. E. Motors to operate the Dominion Bridge Car Dumpers in the track shed. A 200-ft. wood drip shed will cover the receiving tracks at their approach to the track shed and facilitate the cleaning of car roofs before they reach the receiving pits. Seven 2,000-bu. Fairbanks Hopper Scales and a full line of Monitor Separators and Carter Disc Machines will be installed. The reinforced concrete house for the 1,000 bus. per hour Morse Drier is between the working house and the storage, so grain can be tripped from either of the three 42-inch receiving belts and returned to the working house by either of two of the four 36-inch shipping conveyors running beneath drier. The 1,500-foot shipping gallery will contain two 36-inch belts and have room to berth three ships. W. N. Chater is supt. for C. D. Howe & Co., the designer.

COLORADO

Bethune, Colo.—The elevator of the Robinson-Wyatt Grain Co. was slightly damaged by windstorm June 22.

Bovero, Colo.—Mail addressed to the Equity Exchange Mercantile Co. has been returned marked "Unknown."

Sterling, Colo.—The W. C. Harris Co. is adding a double pit, grinder, truck scale and weighing out scales to its plant.

Denver, Colo.—W. G. Shedron, local sales manager of the Rocky Mountain Grain Co., has resigned and will go into business for himself.

Fort Collins, Colo.—The Moody-Warren Commercial Co. is installing a Winter Worm Gear Head Drive. The Western Engineering Co. is doing the work.

Agate, Colo.—The Conley-Ross Grain Co. has completed its elevator and warehouse. The new plant will be under the management of Fay Protsman, formerly chief sampler of the Denver Exchange.

Fort Collins, Colo.—John Spencer recently received the appointment of grain and seed inspector by the State Agricultural College here. He assumes his new position immediately. Mr. Spencer was formerly a seed and grain grower.

Limon, Colo.—The Trinidad Bean & Elvtr. Co. is building a large bean cleaning plant to clean beans in transit. It will be equipped with the latest machinery and have a modern hand picking house. The Western Engineering Co. has the contract.

Denver, Colo.—The Colorado Mlg. & Elvtr. Co. has begun the construction of a grain elevator at a cost of \$125,000. The building will be of fireproof concrete construction and will have a capacity of 325,000 bus. This will give the company storage space for about 800,000 bus.

ILLINOIS

Buffalo, Ill.—The J. E. McCann Grain Co. has installed a J-B Feed Mill.

Harmon, Ill.—The Farmers Elvtr. Co. is building a modern office building.

Clinton, Ill.—Mr. Allison has bot the elevator of Lukenbill & McBride—"Squire" Cavitt.

Augusta, Ill.—The Farmers Co-op. Elvtr. Co. plans to install a feed mill in the near future.

Kankakee, Ill.—The grain trade of this territory met at Kankakee the evening of July 11.

Rockton, Ill.—C. E. Phelps, owner of the Rockton Grain Co., is installing an auto truck dump.

Pana, Ill.—The grain trade of the Pana territory met at the Hotel Francis the evening of July 16.

Bradbury (Toledo p. o.), Ill.—Mail addressed to E. St. John has been returned marked "Deceased."

Tomlinson (Rantoul p. o.), Ill.—I succeeded the Tomlinson Co-op. Co. here and at Prospect.—W. D. O'Neal.

Grand Ridge, Ill.—The elevator of the Co-op. Grain & Supply Co. was slightly damaged by lightning June 28.

Sheldon, Ill.—The elevator of the Farmers Co-op. Elvtr. Co. was slightly damaged by lightning on July 4.

Colchester, Ill.—Williams Bros. of Colmar have bot and will operate the plant of the Farmers Elvtr. Co.

Osman, Ill.—The Farmers Elvtr. Co. is building a coal shed.

Mendota, Ill.—The grain trade of this territory held a meeting the evening of July 18 in the office of Moore & Kliya.

Clements (Franklin p. o.), Ill.—B. F. Rawlings has succeeded Howard Henry as manager of the Clements Farmers Elvtr. Co.

Richardson, Ill.—The Farmers Grain & Lumber Co. is remodeling and enlarging its elevator. Cement sheds have also been constructed.

Arrowsmith, Ill.—Earl M. Bane has bot the J. B. Porterfield elvtrs. of Mr. Hurburg of Galesburg. Mr. Bane now has three elevators here.

Tabor, Ill.—Lukenbill & McBride have given up their lease on the elevator formerly conducted by the Tabor Co-op. Grain Co.—"Squire" Cavitt.

Gilman, Ill.—The regular monthly meeting of the grain trade of the Gilman territory was held at the I. O. O. F. Hall the evening of July 12.

Monroe Center, Ill.—Edward Troxell bot the grain elevator and coal sheds owned by the late Wellington Nashold at auction for \$1,000. The property was sold to close up the estate.

Tuscola, Ill.—Members of the grain trade of this territory held a meeting the evening of July 17 at the office of James Bush. Talks on Barley and spring wheat were made. Dinner preceded the meeting.

Ottawa, Ill.—Cavanaugh & Kirby now have J. E. Bennett & Co.'s private wire, giving them connections with all markets for the execution of market orders in grains, provisions, stocks, bonds, etc. The office of this firm is in the Moloney Bldg.

Bradford, Ill.—G. S. Mallett passed away May 1 at the public hospital in Kewanee. The grain business will be carried on under the same name with C. J. Disher as manager. Mr. Mallett was in business 37 years, handling grain and coal.—Mallett & Code.

Amboy, Ill.—We are overhauling our feed grinding equipment and installing a 24-in. Unique Mill in addition to our 22-in. L. A. Rambo has sold his mill here and will be employed with us in the future.—Oscar Berga, Berga Grain & Feed Co.

Peoria, Ill.—The Interior Malt & Grain Co. of Minneapolis has acquired a malt house here which it is now operating. The house has a capacity of 2,000 bus. daily. The company is obtaining its barley from Illinois and Iowa and contemplates the use of 2,000,000 bus. yearly.

Lovington, Ill.—Rue and Hal Bowers have bot the elevator of Paul Kuhn. They will operate under the name of Bowers Bros. Rue Bowers has been connected with the Roxana Petroleum Co. at Decatur the past three years, and Hal Bowers has had a few years' experience in the grain business.

Hindsboro, Ill.—A. M. Kenney of Decatur and myself have purchased the Hyde Grain Co. and Crawford Elvtr., more recently operated by the Fletcher Grain Co., and will operate them as the Hindsboro Grain Co. John Frantz of Valparaiso, Ind., will be the local manager. This is a separate firm from T. E. Hamman & Co., although I will have charge of both firms.—T. E. Hamman.

CHICAGO NOTES.

Schreiber & Falker plan to trade in grain.

John G. Curtis became a member of the firm of Clement, Curtis & Co. July 1.

Harry H. Field, who has handled butter and eggs, is now trading in stocks and grain.

Bickley, Maudeville & Wimple, butter and egg traders, are arranging to trade in grain.

A Board of Trade membership sold July 21 at \$10,600, or \$100 more than the last previous sale.

Faroll Bros. have taken over the business of Starrels & Tabor and will occupy the offices of the latter in the Illinois Merchants Bank Bldg.

Martin Schultz, superintendent of the Santa Fe Elevator, is now serving Stratton Grain Co. in that capacity for both the Santa Fe and Quincy elevators. Carl H. Sutton, for ten years with A. E. Staley Mfg. Co. at Decatur, Ill., until two years ago, has been advanced to the position of foreman of the Quincy house. William Brasel is now foreman of the Santa Fe Elevator.

A large Hess Drier has been installed at the Wabash Elevator for Bartlett Frazier Co. by the John S. Metcalf Co.

That section of the Illinois Securities Act which governs registration and bonding of brokers and their agents by the sec'y of state was declared unconstitutional July 20 by Municipal Judge Charles F. McKinley. The decision, in 30 pages, sustained a motion to quash informations against 32 defendants in his court. They were charged with selling securities without first conforming with that section, No. 23.

INDIANA

Decatur, Ind.—The Reed Elvtr. Co. has installed a J-B Feed Mill.

Topeka, Ind.—The Nathan Grain Co. has replaced the iron covering on its elevator.

Edgerton, Ind.—W. S. Brickner of Payne, O., is now manager of the Edgerton Grain & Coal Co.

Orleans, Ind.—Mail addressed to the Orleans Mill & Elvtr. Co. has been returned marked "Out of Business."

Herbst (Swayzee p. o.), Ind.—Thorp & Nesbitt have bot the elevator formerly owned by the Farmers Elvtr. Co.

Peabody, Ind.—The Peabody Co-op. Co. recently built a large warehouse and installed a J-B Hammer Mill and engine.

Reynolds, Ind.—Crabbs Reynolds Taylor Co. is installing a motor driven McMillin Wagon and Truck Dump in its plant.

Frankfort, Ind.—The grain dealers of this locality will hold a meeting the evening of July 26 at 7:30 p. m. at Lamson Bros.' office.

Indianapolis, Ind.—Lester H. Rich of the Hayward-Rich Grain Co. was married recently to Miss Mary Cannon of Oak Park, Ind.

Winchester, Ind.—The Goodrich Bros. Co. is equipping its plant with a motor driven McMillin Combination Wagon and Truck Dump.

Brazil, Ind.—The plant of the Farmers Co-op. Elvtr. Co., which was advertised to be sold at receiver's sale, was not sold as the bids were below the appraised value of the property.

Woodburn, Ind.—The Woodburn Equity Exchange is building a concrete cob house that will be made to accommodate loading farm wagons as well as supply its steam power plant.

Sanborn, Ind.—The Sanborn Elvtr. Co. incorporated; capital stock, \$10,000; by Howard Clodfelder, Wm. H. Pahmeier, Lucy Campbell and John W. Houghland; to buy and sell grain of various kinds.

Ligonier, Ind.—The Farmers Co-op. Co. is inclosing its grounds with a high wire fence and gates. The company stores some supplies on the grounds and this inclosure prevents them from being carried away.

The Indiana Grain Dealers Ass'n recently held local meetings at the following towns: Kokomo, July 16; Logansport, July 17; Marion, July 18; Greenfield, July 18; Winchester, July 19; Muncie, July 20; Fort Wayne, July 20; Anderson, July 23; Newcastle, July 24.

IOWA

Stanley, Ia.—The Wetzel Grain Co., Cedar Rapids, has bot the elevator of Harvey Keifer.

Whitten, Ia.—A. B. Mabie has increased the capacity of his elevator and installed a new scale.

West Union, Ia.—The West Union Co-op. Commission Co. has installed a new dump, pit and scale.

Odebolt, Ia.—Adams Bros. & Co. have remodeled their elevator and installed an automatic scale.

Prairie City, Ia.—The Geo. S. Vanderzyle elevator is being repainted with a nice shade of gray.—Art.

Dike, Ia.—A. E. Froning, local grain dealer, went to a hospital at Rochester recently for medical examination.

Burt, Ia.—The stockholders of the Farmers Exchange voted to buy the McDonald Elvtr. at \$5,000 at a special meeting.

Watkins, Ia.—The Watkins Grain Co. has renewed articles of incorporation and increased its capital stock to \$20,000.

Kennedy, Ia.—Louis H. Fuller has been appointed manager of the Farmers Elvtr. Co., taking charge July 7.—Art Torkelson.

Walnut, Ia.—The elevator and mill of C. R. Spangler burned July 6.

Floyd Crossing (Ernie p. o.), Ia.—Mail addressed to the Floyd Grain Co. has been returned marked "Gone out of business; moved away."

Rock Valley, Ia.—The Huntting Elvtr. Co. is repairing the damage done to its elevator by a recent fire. The elevator is being rebuilt by the T. E. Ibberson Co.

Paton, Ia.—Lloyd Sill, local manager for the Clark Brown Grain Co., underwent a serious operation at a Des Moines hospital Friday, July 13. At present he is reported as slowly improving.—Art. T.

Earlham, Ia.—G. E. Burger, formerly connected with the Farmers Elvtr. Co. of Greenfield as asst., has been appointed manager of the local Farmers Elvtr. Co. He has taken active charge.—A. T.

Hawarden, Ia.—C. A. Nancolas, who sold the Hawarden Roller Mills to H. R. Naftalin of Minneapolis, is again in possession, having secured possession of the property on the foreclosure of a chattel mortgage.

Hartley, Ia.—The Huntting Elvtr. Co., whose plant burned July 6, has bot the elevator of the Pavik Grain Co., taking possession July 11. A 32x32 hollow tile feed house is being built. Roy Phetepiece is manager.—Mann & Mann.

Clark (Cedar Rapids p. o.), Ia.—The elevator of Kunc & Nelson burned about five o'clock the morning of July 10. About 1,600 bus. of corn burned also. The elevator had insurance of \$900 and there was \$500 insurance on the corn.

Cushing, Ia.—Lowry & Son have bot the plant of the Trans-Mississippi Elvtr. Co. and are now the only dealers in Cushing. C. W. Zastrow, who has been manager for the Trans-Mississippi Elvtr. Co., has not announced his future plans.

Manning, Ia.—E. L. Katterjohn has bot the property of the Doud Mlg. Co. which includes an elevator. Scott Mayberry, who has been manager for the Doud company, will be transferred to Denison. Feed grinding equipment will be installed.

Sioux City, Ia.—The Terminal Grain Corporation has awarded a contract to the Jones-Hettelsater Construction Co. for the erection of a 500,000-bu. grain storage, consisting of 14 tanks 20x103 ft. This will double the company's present storage.

Alta, Ia.—The Quaker Oats Co. has bot the elevator of the E. A. Brown Grain Co. A. E. Hilderbrandt, manager for the Brown company, has been retained as manager. Lincoln Gurney, who has been manager for the Quaker Oats Co., has not announced his plans.

Clarion, Ia.—We have built a 20,000-bu. annex to our elevator at Goldfield and overhauled the old house and installed a Kewanee Truck Lift. Sebastian & Swanger did the work. We will install a new No. 3 50-h.p. motor and J. B. Mill at Clarion about Aug. 1.—W. R. Burt, Burt Grain Co.

McGregor, Ia.—The pleasure yacht "Arbutus," owned by Fred G. Bell of the F. G. Bell Co., tipped over on the Mississippi River during a storm near Maupetion. Included in the party of 13 men aboard were Mr. Bell, who was piloting the yacht, and his son Barney Bell. All were rescued from the sinking boat by a man living on an island nearby who rushed his launch to the scene.

Onawa, Ia.—Harper & Murphy, who have been in business 15 years, have sold their elevator to a farmers' stock company, and M. J. Murphy will remain as manager for the new company. The new company will be known as the I. C. Elvtr. in order to avoid confusion with the elevator known as the Farmers Elvtr. R. B. Harper is retiring from the grain business.—Bob Swenson, with James E. Bennett & Co.

Dallas Center, Ia.—Brenton Bros. Grain Co. has been giving its plant a general overhauling. An air dump which only acted with trucks is now adjusted to also handle wagons. The change was made by taking out the old dump doors and installing grates which are the width of the driveway and extended long enough for wagon or truck unloading. J. H. Burnett, who is local manager, reports these new improvements will speed up the handling facilities materially and expects them to be an added boon to business.—Art Torkelson, with Lamson Bros. & Co.

KANSAS

Basehor, Kan.—Lightning damaged the elevator of J. E. Heinley on July 10.

Dalton, Kan.—The east elevator of the Hunter Mlg. Co. burned July 10.

Mayetta, Kan.—Will McDonald is now manager of the Mayetta Co-op. Union.

Pittsburg, Kan.—The plant of the Arma Elvtr. Co. was damaged by windstorm on July 10.

Lorraine, Kan.—Kenneth Dees is the new manager of the Red Star Mlg. Co.'s elevator.

Horton, Kan.—W. J. Lowe is installing a McMillin Wagon and Truck Dump in his plant.

Beverly, Kan.—An electric truck lift has been installed in the elevator of M. Chamberlain.

Fellsburg, Kan.—The Larabee Flour Mills Co. has bot the plant of the Scheideman Grain Co.

Bucyrus, Kan.—The plant of the Blaker Lumber & Grain Co. was damaged by windstorm on July 11.

Bushton, Kan.—The Bushton Grain & Supply Co. has installed a 10-h.p. electric motor in its elevator.

Hardtner, Kan.—A. W. Wetz has taken over the interest of B. A. Parsons in the Hardtner Grain Co.

Atwood, Kan.—The Eddy elevator has been purchased by J. A. Bowles. Possession was taken July 6.

Sublette, Kan.—Lemon & Barbee have installed 3-h.p. and 10-h.p. electric motors in their elevator.

Colby, Kan.—The elevator of the Shellabarger Mill & Elvtr. Co. was slightly damaged by windstorm June 22.

Herrington, Kan.—The Clay-Leahy Grain Co. of Kansas City has opened a branch office with Bob Clark in charge.

Galatia, Kan.—I am operating an elevator at Galatia and also at Stickney.—G. G. Wiechen, G. G. Wiechen Grain Co.

Lewis, Kan.—S. E. Brubaker is in charge of the elevator which the Geo. E. Gano Grain Co. has leased from James Carroll.

Stockton, Kan.—W. J. Fleming has succeeded D. E. Wallace as manager of the Farmers Elvtr. Co., the latter resigning.

Turon, Kan.—L. G. Simons has leased the elevator of the Farmers Elvtr. Co. and is operating it as the Simons Grain Co.

Menlo, Kan.—The Menlo Farmers Elvtr. Co. has reroiled the iron siding on its elevator and put metal roofs on all its buildings.

Wilson, Kan.—H. K. McLeod has bot the A. J. Elvtr. from the Quaker Oats Co. Charles Hudson will be retained as manager.

Yuma (Jamestown p. o.), Kan.—A gravity truck dump has been installed by W. H. Morrison Grain Co. here.—J. B. Conlee, agt.

Osborne, Kan.—Roy Day has resigned his position with the Robinson Elvtr. Co. and is now employed by an implement company.

Miltonvale, Kan.—The Miltonvale Roller Mill & Grain Co. is considering installation of a batch mixer for its feed grinding operations.

Atchison, Kan.—J. W. Blair, pres. of the Blair Mlg. Co., has re-entered the Kansas City Research Hospital for further treatment for rheumatism.

Latimer, Kan.—Wm. A. Czarnowsky, ass't at the Herrington Grain & Feed Co. at Herrington for three years, is now manager of the C. E. Robinson Elvtr. Co.

Otis, Kan.—Henry Kerbs, former ass't at the Lebsack Grain Co., will manage the elevator which the Larabee Flour Mills Co. recently bot of the Farmers Elvtr. Co.

Hutchinson, Kan.—J. R. Baker has bot the elevator and mill in south Hutchinson of George Hern, Jr., of Liberal. He will operate as the Riverside Mill & Elvtr. Co.

Salina, Kan.—J. Edward Spaeth, who has been in the bookkeeping department at the Shellabarger Mills & Elvtr. Co., has been appointed to ass't manager.

Hannum (Concordia p. o.), Kan.—An electric motor is expected to be installed in the local elevator of Bossemeyer Bros. after the wheat movement.—Roy Marshall, agt.

Beloit, Kan.—We have installed new Fairbanks 10-ton Type S Truck Scales. A couple of months ago we changed from steam to electric power, installing a 150-h.p. G. E. Motor.—Beloit Mlg. Co.

Girard, Kan.—Owen Doty, who has been connected with the Reckeway Mill, has now joined the Boyd-Pate Grain Co. which bot the Hitz Mill & Elvtr. a few months ago.

Simpson, Kan.—A grain cleaner and dust collector has been installed in our elevator. A little later we hope to put in anti-friction bearings.—Geo. Lane, Simpson Grain Co.

Simpson, Kan.—We expect to put in a new elevator leg, an electric motor and a combined cleaner and dust collector after wheat has moved.—Harry Ponton, Ponton Grain Co.

Miltonvale, Kan.—New Fairbanks 10-ton Type S Truck Scales were installed in our elevator just before harvest.—C. J. Eye, mgr., Miltonvale Farmers Co-operative Mercantile Ass'n.

Wilson, Kan.—I bot the elevator owned by the Quaker Oats Co. and will operate it this year under the name of McLeod Grain Co. Charles Hudson is manager.—H. K. McLeod.

Overbrook, Kan.—The Farmers Union has installed a cylinder corn sheller, cleaner, leg, three bins and truck dump. This machinery is operated by electric motors of 20, 7½ and 5 h.p.

Miltonvale, Kan.—Neill & Shay have leased the J. W. Fury elevator here that was formerly operated by Smoot Grain Co. Joe Neill and J. E. Shay compose the firm. They took possession on July 1.

Cheney, Kan.—Ernest Scott, former manager of the Bowersock Mill & Elvtr. Co., is now managing the Friesen Grain Co. until D. F. Friesen, who suffered an injury some time ago, is able to return to the job.

Glasco, Kan.—The Glasco Mlg. Co. is reopening under the management of Lee Noel. E. A. Ward, who sold his mill at Louisville, Kan., to Chester Nuss about three months ago, is in charge of the milling operations.

Glasco, Kan.—A 16x34 ft. iron-clad warehouse for feed has been built adjoining the south side of the office of the C. E. Robinson Elvtr. Co. here. A feed grinder is expected to be installed later.—E. V. Plush agt.

Severy, Kan.—The Co-op. Union Mill & Elvtr. Co. has filed a voluntary petition in bankruptcy, listing liabilities at \$23,922.02 of which \$23,440.45 is in notes, and assets of \$16,236.26, of which \$15,516.85 is in open accounts.

Satanta, Kan.—Payne Smith has been appointed manager of the Security Elvtr. Co. He has been in charge of the Farmers Elvtr. Co. at St. John for several years and will be succeeded there by Harvey Heaton of Rush Center.

Randall, Kan.—We recently completed covering our elevator with iron. It is now a fully modern house with a Kewanee Truck Lift, a cleaner and a Fairbanks-Morse Inclosed Motor.—J. W. Plum, mgr., Farmers Union Elvtr.

Delphos, Kan.—We have just completed installing Minneapolis V Buckets on the leg belt and have moved our motor to a position in the cupola. This gives us more rapid handling capacity.—Wendell Wilkins, Delphos Co-op. Ass'n.

Howell (Dodge City p. o.), Kan.—We have just built a new elevator of 14,000 bus. capacity which will be known as the Allen Grain Co. It was damaged by windstorm June 8 while under construction, but the loss was covered by insurance.—Allen Grain Co.

Gilbert (Beloit p. o.), Kan.—The local elevator of Dockstader & Thierolf Grain Co. will be improved with the installation of a new 10-ton truck scale. Recently it was fitted with a new leg and D. P. Cups to increase the handling capacity.—Thos. E. Walsh, agt.

Asherville, Kan.—A grain cleaner and dust collector have been recently installed in the elevator of the Asherville Grain Co. A new Richardson 4-bu. Automatic Scale and a 20-h.p. Fairbanks-Morse Gas Engine were installed at the same name.—Art Gentry, mgr.

Delphos, Kan.—Our elevator has been improved by installation of a motor in the cupola, a large compressor for the air lift, a 5-bu. Richardson Automatic Scale and Minneapolis V Buckets on the leg. A grate has been put in the driveway to make dumping easier.—M. E. Fairfield, Lord Grain Co.

Jamestown, Kan.—We have torn out the old mill and put additional storage bins in the space it occupied. The cupola of the elevator has been raised 8 ft. This makes the total capacity about 12,000 bus. New spouting and a new distributor were installed at the same time.—A. Peterson, agt., Hart-Bradshaw Lumber & Grain Co.

Brewer (Minneapolis p. o.), Kan.—An air lift has been installed in our elevator here. An extension has been built on the driveway to cover it. Recently the 4-h.p. gas engine was removed and replaced with a 6-h.p. to permit more rapid handling of grain.—W. R. Bullen.

Delphos, Kan.—A new Jay Bee No. 3 Hammer Mill is being installed in our Elevator B. A 30-h.p. motor with Tex-rope drive has been put in to run it. We expect to mix poultry mashes and scratch feed and will use the mill for custom grinding. A little later we plan to install a batch mixer.—Miss A. Hossack, Delphos Mlg. Co.

KENTUCKY

Holland, Ky.—The plant of J. S. Johnson was damaged by windstorm recently.

Louisville, Ky.—H. P. Hewett has left the Bingham Hewett Grain Co., of which he was traffic manager, and is now with a local bank.

MARYLAND

Baltimore, Md.—J. Frank Ryley, for years a member of the former export house of John T. Fahey & Co., has been re-elected a member of the Chamber of Commerce and is planning to re-enter the local grain business as representative of a Buffalo elevator company.

MICHIGAN

Gowen, Mich.—I have built an elevator in Gowen.—Albert M. Petersen.

Alto, Mich.—The Alto Elvtr. Co. recently went into the hands of the receivers.

Carson, City, Mich.—The Carson City Elvtr. Co. is building a lumber shed at its elevator.

Rustford, Mich.—The mill of Elmo Quigley burned recently with a loss of \$11,500, fully insured.

Detroit, Mich.—H. W. Rickel & Co. are having grain and coal handling facilities installed by M. A. Long & Co.

Carleton, Mich.—Kahlbaum Bros. have recently equipped their mill with copper cable lightning rod protection, installed by the Hicks Co.

North Adams, Mich.—The elevator, feed mill and warehouse owned by F. I. Williams & Son has just been protected with copper cable lightning rods.

Dutton, Mich.—Caledonia Farmers Elvtr. Co. has just completed a large warehouse addition to its elevator for storage of feed, but is adding no new machinery at this time.

Coral, Mich.—A. R. Fisher is installing G. E. Fully Inclosed Ventilated Type Motors in his elevator to replace two gasoline engines which have formerly been used for power.

Hart, Mich.—The village of Hart condemned my mill and power for electrical purposes, so am at present out of business.—J. C. Halsey (formerly operator of the Hart Roller Mills).

Saginaw, Mich.—Hart Bros. have started the construction of a small grain elevator and feed mill detached north of their present bean elevator. The larger elevator will be used exclusively for beans.

Grand Rapids, Mich.—Henderson Mlg. Co. has just installed a Miracle Ace Hammer Mill operated by a 40-h.p. Fairbanks Motor with Tex-rope drive. The mill is protected against tramp iron by a magnetic pulley.

Fowler, Mich.—Sturgis Bros. are installing a Gruender Hammer Mill with a 40-h.p. fully inclosed, ventilated, Fairbanks-Morse Motor connected to the mill by a Tex-Rope drive. A magnetic spout will be used ahead of the mill to remove the tramp iron from the stock to be ground.

Atwater, Mich.—About 30 stockholders of the defunct Atwater Farmers & Gleaners Co-op. Elvtr. Co. have been discharged by the board of directors as defendants in a suit brot to obtain payment of \$3,126.70. The directors had filed suit against the stockholders for this amount.

Forest Grove, Mich.—Brouwer Bros. have recently equipped their feed mill with G. E. Motors, replacing a gravity feed gasoline engine. They have also installed a double motored Diamond Attrition Mill. This feed mill is equipped with copper cable lightning rod protection and the main line shaft in the basement for operating the sheller and crusher has ball bearings.

Lawndale, Mich.—Chatterton & Son are moving an elevator from Buckley to be rebuilt at this station. The railroad through Buckley was discontinued about two years ago and since that time this elevator has been idle.

Saline, Mich.—The Saline Mercantile Co. has had so much trouble with tramp iron in the feed which the farmer brings in to grind that it has placed an order for a magnetic pulley which guarantees to remove all tramp iron. Tramp iron has caused a considerable number of breakages in the attrition mill and wears out the plates about five times as fast as grinding feed that is free from tramp iron.

Scotts, Mich.—We have about completed the new foundation under the Scotts Elvtr. and the boys are now finishing the installation of a new Fairbanks Locomotive Style Heavy Duty Scales with type registering beam. This with the new potato storage and seed and bean warehouse gives the Scotts Elvtr. a very complete equipment. We are also building a \$40,000 garage and salesroom in Kalamazoo.—White Bros.

MINNESOTA

Correll, Minn.—L. M. Kaercher is now agt. for the Empire Elvtr. Co.

Marvin, Minn.—The elevator of T. H. Webb was damaged by fire recently.

Willmar, Minn.—The Willmar Grain Co. is building a warehouse near its elevator.

Morgan, Minn.—The Farmers Elvtr. Co. will extend its charter for another 25 years.

Buffalo, Minn.—Thomas McAlpin is now manager of the Osborne-McMillan Elvtr. Co.

Mapleton, Minn.—J. S. Emerson will reopen his elevator. He also plans to build a feed mill.

Richville, Minn.—I shall not rebuild my elevator which burned several months ago.—Louis Krueger.

St. James, Minn.—The coal shed of the Hubbard & Palmer Co. was slightly damaged by fire July 13.

Slayton, Minn.—S. H. Stephenson, formerly agt. of the R. E. Jones Co., is now at Lake Wilson, Minn.

Dakota, Minn.—The elevator of William Husman was destroyed by fire which is believed to have originated from a locomotive spark.

Madison, Minn.—Hans Strand of White Rock, S. D., is the new manager of the Great Western Grain Co., succeeding C. W. Krogstad.

Madella, Minn.—H. F. Lickfetta, who has been manager of the Farmers Elvtr. Co. at Winthrop for the past 14 years, has bot the plant of the Equity Elvtr. Co.

Minneapolis, Minn.—Walter G. Miller, vice-pres. of the Miller Elvtr. Co., died July 10 at the age of 65 years. Mr. Miller had been engaged in the grain business for over 40 years, incorporating his present firm in 1901.

St. Paul, Minn.—Our fire loss was nearly covered by insurance and we are continuing business as usual. The damage to the building and machinery was about \$16,000 and to stock about \$5,000. We expect to rebuild part of the elevator.—Gray Mlg. Co.

Wendell, Minn.—H. M. Veldey, proprietor of the Independent Elevator, has had a new five-bin coal shed built and has also had his elevator painted a dark gray color, as well as new asphalt slate surfaced roof on all of the buildings. The Hogenson Construction Co. had the contract.

Duluth, Minn.—E. N. Bradley has retired as manager and vice-pres. of the Globe Elvtr. Co. and is now in Sacramento, Cal. Cecil C. Blair, sec'y of the company, has been promoted to Mr. Bradley's place. Mr. Bradley's membership in the Board of Trade has been transferred to E. H. Schumacher.

Minneapolis, Minn.—Following the purchase of the Van Dusen-Harrington Co. by the F. H. Peavey Co., all the old officers of the former concern have resigned, but new ones have not been elected yet. G. F. Ewe, who was vice-pres. and manager of the company for nearly 40 years, has retired.

Minneapolis, Minn.—The Huttner-Foster Co. has been formed by former employees of the McCaull-Dinsmore Co. to do a shipping and receiving business in grain. Present offices are in the Corn Exchange, but the address will be Flour Exchange when the new Chamber of Commerce building has been completed.

MISSOURI

DeWitt, Mo.—Gray & Son have leased the elevator of Crispin & Crispin.

Kansas City, Mo.—Wallingford Bros. have moved their offices to 717 Board of Trade Bldg.

Carthage, Mo.—The plant of the Morrow-Kidder Mlg. Co. was damaged by windstorm July 10.

Kansas City, Mo.—F. C. Blodgett, former manager for the Nye & Jenks Grain Co., has opened a grain brokerage business in the Board of Trade Bldg. and will specialize in grain shipping orders.

McGirk, Mo.—The Farmers Elvtr. Co. will rebuild its plant which burned several weeks ago. The plan is to have the new structure ready for occupancy in about 30 days. Meanwhile business is being conducted in temporary quarters.

Kansas City, Mo.—It is announced that the National Mlg. Co. of Toledo, O., has decided to postpone until next spring the building of its contemplated 3,000-bbl. mill in North Kansas City. A storage capacity of 75,000 bus. was included in the proposed mill project.

Kansas City, Mo.—Charles Lincoln, 42, an employe of the Wabash Elvtr. in North Kansas City, suffered a crushed left foot when he was thrown from a freight car he was helping to unload at the elevator. He was taken to a hospital in a dangerous condition.—P.

ST. LOUIS LETTER.

Wm. Olehmeyer is now in charge of the cash grain department for James E. Bennett & Co.

Bert Collins, formerly connected with James E. Bennett & Co., is now selling Checkerboard Feeds.

George L. Morche and John J. Martin have applied for membership in the Merchants Exchange.

Wm. C. Engel and Fred K. Williamson have been admitted to membership in the Merchants Exchange.

D. P. Moore, formerly with the Kansas Flour Mills at Omaha and the Marshall Hall Grain Co. at St. Joseph, is now manager of the grain department of the Valier & Spies Mlg. Co., succeeding Wm. F. Geigel.

MONTANA

Hobson, Mont.—The elevator of Homer T. Goodell was damaged by lightning July 2.

Brocton, Mont.—C. Samuelson of Lone Tree N. D., is now manager of the Farmers Elvtr. Co.

Reed Point, Mont.—The Occident Elvtr. Co. is remodeling its elevator and installing a new dump and scales.

Square Butte, Mont.—Mail addressed to the agt. McLean Elvtr. Co. has been returned marked "Out of business."

Joliet, Mont.—The Northwestern Distributing Co. has awarded a contract to the Victor Construction Co. for a 50,000-bu. elevator.

Glendive, Mont.—The International Elvtr. Co. of Duluth has bot the line of 18 elevators of the Eastern Montana Elvtr. Co. Possession was taken July 15.

Four Buttes, Mont.—The Winter-Truesdell-Diercks Co. is building four additional storage bins to its elevator. The work is being done by the T. E. Ibberson Co.

Bridger, Mont.—I am agt. for the Occident Elvtr. Co., taking the place of W. G. Blackboy. Mr. Toepka from North Dakota took my place as agt. for the same company at Wheat Basin. —Emil Renier.

Lewiston, Mont.—The Judith Mlg. Co. of Hobson has bot the local plant of the Montana Flour Mills Co. and will move its general offices here. The plant will be remodeled and is expected to be in operation by Sept. 1.

New Montana members of the Farmers Grain Dealers Ass'n of North Dakota are Richey Co-op. Elvtr. Co., Richey; Farmers Elvtr. Co., Carlyle; Cowan & Sons, Box Elder; Judith Basin Grain Co., Coffee Creek; F. M. Wilson, Gildford.—Sec'y P. A. Lee.

Rimrod (not p. o.), Mont.—The Eastern Montana Elvtr. Co. has awarded a contract to the Hickok Construction Co. for an elevator which will be equipped with one stand of elevators, concrete boot tank, manlift, 10-h.p. Fairbanks-Morse Z Engine, 10-ton Fairbanks Scale, Strong-Scott Dump, Beyl-Hyatt Roller Bearings and friction clutch.

Circle, Mont.—The Andrews Grain Co. is building an elevator which will be equipped with the latest machinery. The Hickok Construction Co. is doing the work.

Fallon, Mont.—The Eastern Montana Elvtr. Co. has awarded a contract to the Hickok Construction Co. for a 25,000-bu. elevator to replace the one which burned recently. The elevator will have one leg, Fairbanks Scales, Fairbanks-Morse Engine, Hyatt Roller Bearings and Strong-Scott Dump and will be covered with metal siding and roofing.

Culbertson, Mont.—The Farmers Elvtr. Co. is having additional storage built to its elevator. A Hinckley Head Drive will be installed in the cupola and a 2,250-bu. Richardson Automatic Scale. A Strong-Scott Manlift will be installed, also an Ibberson Bin Alarm. Fairbanks-Morse Enclosed Type Motors will be used for power. The T. E. Ibberson Co. had the contract.

Brockway, Mont.—The Andrews Grain Co. is building an elevator, the work being done by the Hickok Construction Co. This elevator will be equipped with one stand of legs, 10x5½ D. P. Buckets, steel boot tank, manlift, 10-h. p. Fairbanks-Morse Z Engine, 10-ton Fairbanks Scale, Strong-Scott Dump. All bearings are Beyl-Hyatt. The walls and roofs will be covered with galvanized iron.

NEBRASKA

Exeter, Neb.—The Exeter Elvtr. Co. has installed a dump hoist.

Spring Ranch, Neb.—Albert Hierbeck has bot the elevator of D. C. Hinds.

Funk, Neb.—Earl Brooking has bot the elevator of the Updike Grain Co.

Crete, Neb.—The plant of the Crete Mills was damaged by windstorm recently.

Stratton, Neb.—The Morrison Grain Co. of Kansas City is building an elevator.

Roseland, Neb.—T. W. Jones has installed a Winter Truck Dump in his elevator.

Wahoo, Neb.—We are planning to install a truck dump this fall.—Frank Dolezal.

Lincoln Creek, Neb.—Jim Allen has bot the plant of the Grosshans Grain & Lumber Co.

Durant (Stromsburg p. o.), Neb.—The Farmers Grain Co. expects to install a truck lift soon.

Northport, Neb.—An electric truck lift is being installed in the local elevator of C. M. Dove.

Wilber, Neb.—The plant of the Zwoechek & Aksamit Mlg. Co. was damaged by windstorm July 3.

Reynolds, Neb.—We are having our elevator bonded for lightning protection.—D. L. Davis Grain Co.

DeWitt, Neb.—The mill of the Zwonechek & Aksamit Mlg. Co. was damaged by windstorm on July 3.

Hansen, Neb.—The Hynes Grain Co. is repairing its elevator. M. N. Rounds is doing the work.

Tekamah, Neb.—The Farmers Elvtr. Co. has rebuilt its driveway and installed a Winter Truck Lift.

Abie, Neb.—We are planning on installing a new scale for weighing trucks.—Joe Koutnick, Abie Mlg. Co.

Colon, Neb.—A new 10-ton scale has been installed here by Nye-Jenks Grain Co.—B. R. Freschauf, agt.

Osceola, Neb.—We have installed a steel grate to accommodate our electric truck hoist.—S. P. Johnson Grain Co.

Alliance, Neb.—W. A. O'Dinal will manage the elevator which the Kellogg Grain Co. of Denver is building.

Bixby, Neb. (Sutton p. o.), Neb.—Nebraska-Iowa Grain Co. has installed a Winter Truck Lift in its elevator here.

Friend, Neb.—The Wilsey Grain Co. is repairing its elevator, the work being done by the Birchard Construction Co.

Mead, Neb.—Scott & Co. are installing a truck hoist. The driveway is being lowered and rebuilt at the same time.

Beatrice, Neb.—The Farmers Elvtr. Co. has installed a Kewanee Truck Lift. The Birchard Construction Co. did the work.

Winnebago, Neb.—The Farmers Elvtr. & Co-op. Ass'n will be dissolved, the stockholders recently deciding such a move.

Nimburg (Linwood p. o.), Neb.—We plan to rebuild our driveway and put in new dumps this fall.—J. M. Uridil Grain Co.

Hemingford, Neb.—An 8-bu. Richardson Automatic Scale has been installed in the elevator of the Farmers Co-op. Elvtr. Co.

Osceola, Neb.—We recently installed a 75-ft. 13-in. belt and 175 Superior D. P. Cups.—M. S. Pearson, mgr., Farmers Grain Co.

Hastings, Neb.—The Farmers Grain & Supply Co. has installed truck lifts in its elevator at Hastings, Prosser and Hansen.

Wahoo, Neb.—We are installing a truck hoist in our elevator on the Northwestern.—James Kearney, mgr., Farmers Co-op. Co.

Roseland, Neb.—A 10-ton Fairbanks Truck Scale has been put in to serve the local elevator of the Nebraska-Iowa Grain Co.

York, Neb.—A branch office in charge of J. R. Durrie of Norfolk was established here by Updike Grain Corporation on July 9.

Thompson, Neb.—A truck dump has been purchased by the Farmers Union Co-op. Ass'n and will be installed at an early date.

David City, Neb.—We have just completed installing two hydraulic truck lifts.—J. L. Buckley, mgr., Farmers Co-op. Grain Co.

Sutton, Neb.—The old iron covering has been torn off the local elevator of the Nebraska-Iowa Grain Co. and has been replaced with new.

Dalton, Neb.—The Peterson Grain Co. has leased the elevator of the Western Wheat Co. F. D. Jacobson of Lodge Pole will manage it.

Garrison, Neb.—We expect to install a new truck scale soon and may put in a truck lift later.—W. C. Flickinger, mgr., Farmers Grain Co.

Yutan, Neb.—We expect to install a truck lift in our elevator this fall if the corn crop warrants it.—W. N. Miller, Farmers Union Co-op. Ass'n.

Geneva, Neb.—A new Fairbanks 10-ton Truck Scale and a Winter Pneumatic Truck Lift have just been installed by the Hynes Elvtr. Co.—E. O. McKibben, agt.

Rising City, Neb.—We expect to wreck the older and unused of our two elevators after wheat has moved.—F. Grosshans, J. F. Grosshans Grain & Lumber Co.

Williams, Neb.—We plan to put lightning rods on our elevator and take advantage of the insurance saving granted thereby.—Chas. Lugeneal, Williams Grain Co.

Hubbell, Neb.—We plan to put lightning rods on our elevator and to install a truck lift before the corn season comes on.—E. E. Wit, mgr., Hubbell Farmers Elvtr. Co.

Millerton, Neb.—We are considering installing a truck lift. Our elevator was improved by putting on Dodd & Struthers lightning rods a few weeks ago.—O. M. Blevins Grain Co.

Staplehurst, Neb.—Nebraska-Iowa Grain Co. has rebuilt its elevator, installing a Winter Truck Lift, a 5 and a 2 h.p. Fairbanks-Morse Motor, a Birchard Distributor and a manlift.

Minden, Neb.—Two Fairbanks-Morse Electric Motors, a 10-ton Fairbanks Truck Scale and a Winter Truck Lift have been installed in the local elevator of the Nebraska-Iowa Grain Co.

Gering, Neb.—The Lexington Mill & Elvtr. Co. has been advised that it will be required to move its building from the present site, but no specific date has been set. The railroad will build a new passenger station and needs the room.

RUSH!

The surest way of getting "rush service" is to order direct from folks who have been making elevator equipment for nearly 50 years.

Use the phone when "extra rush." Your number is 7—York.

York Foundry & Engine Works
YORK, NEBR.

Henderson, Neb.—Plans are in progress for the installation of a truck lift by the Henderson Grain Co.

Stromsburg, Neb.—We expect to build additional warehouse space soon. Our elevator was improved by re-flooring, installing a truck lift and bonding for lightning protection several weeks ago.

David City, Neb.—A. C. Mitchell, formerly agent for Nye-Jenks Grain Co. at Filley, is now agent at this point. The elevator was improved by installation of a Kewanee Truck Lift this spring.

McCool Junction, Neb.—A new 30x36 ft. office has been built adjoining the west side of the elevator of the Farmers Union Co-op. Ass'n. New Fairbanks 10-ton Truck Scales were installed at the same time.

Unadilla, Neb.—Walter Johnson of Lincoln has leased the elevator formerly operated by the Duff Grain Co. of Nebraska City. The plant has been idle for three years. It will be repaired by Mr. Johnson.—P.

Mead, Neb.—New 16x28 ft. coal sheds are being built by us to replace the ones that burned. I am the present manager of the elevator, having taken charge on April 17.—F. M. Feuerstein, Farmers Union, Inc.

Schuyler, Neb.—J. W. McKee has succeeded Gerald Ehernberger as general manager of the Wells-Abbott-Nieman Co., Inc. Mr. Ehernberger, who has been with the company 33 years, resigned recently because of poor health.

Dannebrog, Neb.—A new company known as the Dannebrog Grain & Supply Co. has bot the elevator of the Farmers Grain & Supply Co. Hans N. Hatt, W. F. Lauritsen, Thomas N. Lauritsen, Fred Guggenmos, I. C. Nielsen and Roy G. C. Appel are interested.

Kimball, Neb.—Our elevator has just completed the installation of a 20-ton scale with a 20x9 platform. We are now able to accommodate the large trucks in this section. The old scale was a 10-ton with a 16x8 platform.—M. Ernst, Farmers Union Co-op. Ass'n.

Fairmont, Neb.—Purchase of the local elevator of the Hynes Elvtr. Co. by the Fairmont Farmers Co-op. Ass'n, thru its pres., E. W. Nichols, was consummated July 12. The newly acquired house will probably be wrecked after the wheat has moved.—C. A. Moore, mgr., Farmers Co-op. Ass'n.

Gordon, Neb.—A 7,000-bu. cribbed and iron-clad addition is being built on the elevator of the Farmers Grain Co. This is so arranged that warehouse space will be provided under the bins. An 18x20 ft. addition is being built on the office and 15-ton Fairbanks Type S Truck Scales are being installed.

Merriman, Neb.—Dolphin & McGowan are building a 28,000-bu. cribbed and iron-clad elevator here. Equipment includes three G. E. Motors totaling 18 h.p., an 8-bu. Richardson Automatic Scale and a No. 4 Style B Monitor Separator. An office is being built and fitted with a 15-ton Fairbanks Type S Truck Scale.

York, Neb.—We have just completed rehabilitating the bearings on our head shaft and installing a new drive with two motors so that if one blows out in the heavy use the other can be put in operation. This fall we plan to increase our warehouse space to accommodate our mixed feed business.—E. L. Hurlburt & Sons.

Wahoo, Neb.—John Dolezal, for 21 years owner and operator of an elevator at this point, succumbed to a lingering illness on July 2. He was 66 years old. Many old friends deeply sympathize with the family in their loss. The elevator properties will continue to be operated under his name by his two sons, Frank and Sam.

A wheat improvement train will be operated over the Union Pacific and Northwestern lines in eastern Nebraska from Aug. 13 to 25, inclusive. The special will be operated under the auspices of the Omaha Grain Exchange, the Nebraska Wheat Improvement Ass'n, the Agricultural College and the railroads. Three stops will be made each day.

Rising City, Neb.—We have just installed a new G. E. Inclosed Self-Ventilating 7½-h.p. Electric Motor in the cupola of our elevator, putting ring-oiling bearings on the jack-shaft at the same time. Our elevator was recently improved with the installation of Dodd & Struthers Lightning Rods.—H. I. Kimberly, mgr., Farmers Co-op. Grain Co.

Holstein, Neb.—A Winter Truck Lift and a 10-ton Fairbanks Truck Scale have been installed in the local elevator of the Nebraska-Iowa Grain Co. A new manlift has also been installed.

Prague, Neb.—We hope to install a truck lift soon. The old-fashioned construction of our driveway will probably make reconstruction necessary.—J. V. Casper, mgr., Farmers Union Co-op. Co.

Merriman, Neb.—A new elevator is being built for Walrath-Sherwood Lumber Co. It will be of cribbed and iron-clad construction with capacity for 25,000 bus. Equipment includes a Winter Head Drive with a 7½-h.p. G. E. Motor, 5-bu. Richardson Automatic Scales, a No. 6 Monitor Flax Cleaner, and two Fairbanks-Morse Motors, one 5 h.p. and the other 2 h.p.

Milligan, Neb.—We have completed rebuilding our elevator, which was badly damaged by fire two months ago. In the rebuilding we installed a steel elevator leg, with a new belt and Salem Buckets obtained from York Foundry & Engine Works. The elevator has been covered with metal. A little later we plan to install an electric motor, lightning rods and possibly a grain drier.—Fred Kassik, Albert Kassik & Sons.

Bennet, Neb.—The elevator which burned belonged to F. M. Saum & Son. I operated it under lease. The elevator was a total loss and 5,000 bus. of corn was lost. Public opinion believes the cause of the fire was incendiarism. I understand the elevator will not be rebuilt. I had a provisional policy on grain and was therefore fully insured. Have not decided what I will do. Have been in business 21 years and this is my first experience with fire, and I hope my last.—G. E. Vining.

Hebron, Neb.—A local meeting of grain dealers gathered here on the evening of July 6 to talk over their local problems. It proved very enthusiastic and practically all of the 23 present had something to say and something to learn. Good fellowship predominated thruout the session and everyone felt that much had been accomplished, and that the good work should be continued. The meeting was in charge of the com'te composed of Geo. Hayes, E. L. Brown and Chas. Ernst, elected at the previous meeting called by Sec'y Smiley of the Kansas Grain Dealers Ass'n.

NEW YORK

Buffalo, N. Y.—H. E. Tweeden, manager of the Cargill Grain Co., was married on July 2 to Miss Midge Deanard.

Buffalo, N. Y.—Directors of Spencer, Kellogg & Co. have voted to increase the capital from 350,000 shares of \$100 par to 600,000 shares of no par.

New York, N. Y.—Cathcart & Co., Ltd., of Winnipeg have announced that Charles C. Rubins will hereafter act as their representative on the Produce Exchange.

New York, N. Y.—Robert B. Gentles has gone into the grain brokerage business on his own account with offices in the New York Produce Exchange Building. For many years he has been an active figure in the grain trade of New York and other markets.

Buffalo, N. Y.—William S. Doyle, grain and feed broker, has gone to Oswego to reside. With his brother he will carry on the general insurance business established by another brother who died in May. He is leaving his interests here in charge of M. C. Burns.

New York, N. Y.—The following com'tes have been appointed for the Produce Exchange: Grain, Albert C. Field, James J. O'Donohoe, Walter Trappe, W. F. Rosar, Harry G. Gere; carlot grain, Joseph A. Abel, Jr., Edwin A. Barnes, James H. Bowne, R. J. Kaiser, Thos. M. Blake.

NORTH DAKOTA

Grenora, N. D.—Gilbert Bratwold is now in charge of the Farmers Elvtr. Co.

Wahpeton, N. D.—The elevator of the Gross Grain Co. burned July 10 with a loss of \$10,000.

Hillsboro, N. D.—N. G. Pederson of Perley, Minn., is now manager of the Monarch Elvtr. Co.

Strasburg, N. D.—John Valler of Butte has succeeded E. N. Rice as manager of the Farmers Elvtr. Co.

Sentinel Butte, N. D.—Lightning struck the elevator of A. L. Martin recently and caused \$200 damage by fire.

Minot, N. D.—The elevator of the Farmers Co-op. Grain Ass'n was damaged by fire caused by an exposure on July 3.

The Southey Grain Co. of Garrison is a new member of the Farmers Grain Dealers Ass'n of North Dakota.—Sec'y P. A. Lee.

Fargo, N. D.—George Crossno will handle the Wheat Growers' wheat at Farmers Elvtr. No. 1 under the name of Fargo Elvtr. Co.

Lidgerwood, N. D.—The St. Anthony & Dakota Elvtr. Co. has awarded a contract to the Hickok Construction Co. for an annex.

York, N. D.—Alvin Anderson, formerly manager of the Farmers Elvtr. Co. at Maida, is now representing the Tenney Co. with headquarters here.

Linton, N. D.—The Linton Grain Co. has bot the interest of Ed. Kruger in the elevator of Bosch & Kruger. Christ Bosch will continue as manager.

Minnewaukan, N. D.—Ed. Pfau, formerly with the Minnewaukan Grain & Fuel Co., is now representing the Salyards Grain Co. with headquarters here.

Rutland, N. D.—Earl Robinson, formerly manager of the Equity Elvtr. Co. at Munster, (Brennen p. o.) is now manager of the Farmers Co-op. Elvtr. Co.

Meckinock, N. D.—The Monarch Elvtr. Co. has installed a Fairbanks-Morse 10-ton Scale and Strong-Scott Dump. The T. E. Ibberson Co. made the installation.

Elsberry, N. D.—The elevator of T. C. Wildish is being repaired and a 1500 bu. Richardson Automatic Scale installed. Work is being done by the T. E. Ibberson Co.

Killdeer, N. D.—E. J. Hoel of Rutland and John Thomps have bot the Davidson Elvtr. operated by Carl O. Larson for a number of years. Mr. Hoel will manage the business.

Rawson, N. D.—Theo. J. Valeer has resigned as manager of the Farmers Co-op. Elvtr. Co. to accept a position with the Frank H. Higgins Co. He will have headquarters at Minot, N. D.

Walcott, N. D.—P. A. Frederickson is building a 20,000-bu. elevator to replace the one which burned a year ago. There will be a feed mill in connection. The Hogenson Construction Co. is doing the work.

Sharon, N. D.—Lars Severin Snortland, aged 54 years, who was formerly engaged in the grain business, died recently of heart disease. He was judge of the Steele County probate court at the time of his death.

Stirum, N. D.—M. O. Jacobs has resigned as manager of the Stirum Grain Co. and accepted a position as solicitor for the McCarthy Bros. Co. in northern South Dakota and southern North Dakota. He will be succeeded here by A. E. Strom.

Selfridge, N. D.—J. F. Condie has resigned as manager of the Selfridge Equity Exchange to become manager of the Farmers Grain Co. at Spur 587 (Kramer p. o.), succeeding Mr. Ferguson who on July 1 with Mr. Foster took over the business of the Carrington Grain Co. at Carrington. Joseph R. Rasmusson succeeds Mr. Condie.

Adrian, N. D.—The Adrian Equity Elvtr. Co. has awarded the contract to the Hogenson Construction Co. to raise the elevator and provide a re-inforced concrete slab foundation under it, also to remove the present siding and cover the entire plant with corrugated galvanized iron and standing seam galvanized roofing. A new double distributor will be installed.

Carrington, N. D.—The Carrington Grain Co., a corporation, which bot the elevator of Geo. Beier operated as the Carrington Grain Co. several months ago, has started business. The new owners are C. P. Foster of Minot, a representative of a grain commission firm, and E. F. Ferguson who has been in the elevator business in Kramer and who will be active manager of the new company.

Davenport, N. D.—I have purchased the elevator, feed mill and coal sheds of the Andrews Grain Co. This is the only elevator here. I have motorized the whole plant with a 5-h. p. motor in the cupola, have installed a new attrition mill driven by two 15-h. p. motors. I will handle a complete line of fuel, as well as feeds, and seeds of all kinds, operating under the name of C. M. Smestad Grain Co.—C. M. Smestad.

Judson, N. D.—The Occident Elvtr. Co. is having a Kewanee Dump installed by the Hickok Construction Co.

Dover (Sykeston p. o.), N. D.—The Hanlon Grain Co., incorporated; capital stock, \$25,000. William Hanlon, who owns an elevator at Clements and was formerly in business at Sanish, will be in active charge. He owns one-half the stock. Those owning the other half include I. R. Stout of Millers Spur; Geo. Aljets, John Norden and Isak Olson, all of Carrington. The Farmers Elvtr. Co. has transferred its property to the new corporation and will cease to exist.

OHIO

Melrose, O.—Theo. Burt & Sons are building a concrete elevator.

West Alexandria, O.—The Piqua Mfg. Co. has installed a 60-h. p. hammer mill and Sidney Feeder.

Grand Rapids, O.—Russell Schmyr is now manager of the Farmers Grain Co., succeeding Rush Croninger.

Swanton, O.—The Swanton Mfg. & Elvtr. Co. has commenced work on a new storage plant which will cost \$15,000.

Wilmington, O.—The Clinton Grain Co. has installed an oat huller. The Sidney Grain Machinery Co. had the contract.

Norwalk, O.—Atyeo Bros. have leased the Jensen Elvtr. George Atyeo was formerly manager of the Firelands Elvtr. Co.

Hillsboro, O.—Clifford H. Stevenson has bot an interest in the Whisford Grain & Feed Co. from A. C. Prouty. He will be manager of the feed department.

West Unity, O.—Elevators owned by Marcus Yager at West Unity, and by Rings & Grisier at West Unity and Waldron, Mich., have been merged and will be operated as the United Grain & Fuel Co. Marcus Yager, is pres.; J. H. Miller, vice-pres.; W. E. Grisier, sec'y; Jas. A. Rings, treas.

Van Wert, O.—Grain men of the territory will hold a group meeting and dinner at 6:30 p. m., August 1. Plates will be \$1.00 each. W. W. Cummings, sec'y of the Ohio Grain Dealers Ass'n, promises that there will be some good speakers present to talk about the new oats crop who will try to get the boys to buy same on a fair margin of profit.

Middletown, O.—The Southwestern Ohio Grain Shippers Group will meet at the Hotel Manchester, Aug. 2, at 2:30 p. m. The afternoon will be given over to a trip thru the American Rolling & Steel Mills. Dinner will be served at 6 p. m. at \$1 per plate. This will be followed by the following program: Opening Address, Edgar Thierwechter, pres. of Ohio Grain Dealers Ass'n; "The Marketing of Oats," Frank G. Ely, Chicago Board of Trade; motion pictures, "Grading and Marketing of Grain," by Wm. L. Ingles, federal grain supervisor; discussion, "How the Terminal Market Can Serve the Grain Shipper," E. C. Eikenberry, Camden; "Value of Organization," Bennett Chapple, Middletown; discussion, "The Price Outlook on Wheat and Oats"; grain grading demonstration; shippers are invited to bring a two pound sample of their grain; entertainment by Armco Band, Middletown.—Sec'y W. W. Cummings.

OKLAHOMA

Butler, Okla.—The Zobisch Grain Co. is installing a hammer mill.

Ingersoll, Okla.—C. L. Rhodes is now manager of the Farmers Elvtr. Co.

Mouser, Okla.—Hopkins & Mason are building a 25,000-bu. elevator. This is not a p. o.

Weatherford, Okla.—The plant of the Canadian Mill & Elvtr. Co. was damaged by wind-storm recently.

Kingfisher, Okla.—The old Zalabak elevator has been re-opened under the management of the Binkley Grain Co.

Sulphur, Okla.—The Farmers Grain Exchange is building additional storage and a building to house a mixing plant.

Piedmont, Okla.—G. F. Gossett has bot the elevators of the Oklahoma City Mill & Elvtr. Co. at Piedmont and Yukon.

Sallisaw, Okla.—Cal Carson and associates of Stilwell have announced plan to build a grain elevator and corn sheller in Sallisaw.

Tuttle, Okla.—R. H. Kingsolver of Hydro is now manager of the Farmers Exchange Elvtr., succeeding Geo. Daugherty, resigned.

Autwine, Okla.—Floyd Trimell has taken charge of the elevators which have been managed by Dan Goodwin for many years.

Canton, Okla.—The Farmers Elvtr. Ass'n, incorporated; capital stock, \$10,000; by Charles Mullen, Bert B. Willis and O. P. Willis.

Oklahoma City, Okla.—The Oklahoma Grain & Commission Co., incorporated; capital stock, \$5,000; by Frank Vandever, G. F. Patterson, W. O. Boen.

Enid, Okla.—C. E. Payne is now manager of the local office of James E. Bennett & Co., succeeding C. A. Livingston who has gone into the grain business with A. R. Hackler.

Lone Wolf, Okla.—W. E. McCarrick has bot the elevator of the Cox-Henry Grain Co. Mr. McCarrick has another elevator known as the McCarrick Grain Co., which will be run this summer by John Higgins and Fred McCrummen.

Waukomis, Okla.—The Waukomis Mill & Supply Co. has been incorporated to take over the local mill property. Officers are: L. G. Gossett, pres.; Ben Burford, vice-pres.; John R. Camp, sec'y-treas. I. L. Stephenson, who has been in the grain business at Bison, will be manager of the new concern.

Chickasha, Okla.—The new elevator of the Chickasha Mfg. Co. is completed and work is progressing rapidly on the corn mill. An additional contract has been placed with Jones Hettelsater Construction Co. for a 2 story brick and concrete warehouse and office building 40x48 ft. The first floor will serve as warehouse for sacked material and the office will occupy the second floor.

PACIFIC NORTHWEST

Endicott, Wash.—The Roberts-Lukins Warehouse Co. is building a 64x200-ft. warehouse.

Meridan, Ida.—The Davidson Warehouse Co. is building an addition for grain and feed storage.

Lynden, Wash.—Anthony Breen has bot the interest of his brother in the Custer Feed & Grain Co.

Palouse, Wash.—William L. Blaine & Co. have bot a building into which they will move their grain business.

Wheeler, Wash.—H. D. Doell of Lind is now in charge of the warehouses of the Milwaukee Grain & Elvtr. Co.

Grass Valley, Ore.—The elevator of the Grass Valley Elvtr. Co. was damaged by fire caused by hot bearing in elevator head on July 10.

Pomeroy, Wash.—Vernon H. Robinson has opened an office in the Fox Bldg., and will represent the Jones-Scott Co. of Walla Walla.

Seattle, Wash.—The Hanford Street Grain Elvtr. of the Port of Seattle has recently been remodeled and 500,000 bus. concrete storage added under the supervision of E. D. Casseday.

Pomeroy, Wash.—The Zumwalt warehouse, owned for many years by Everett Knettle, has been sold to a corporation of farmers for \$7,500. H. M. Tidwell has been engaged to operate the warehouse.

Kamiah, Ida.—A. T. Gardner of Cottonwood and F. S. O'Neal of Ferdinand have bot the business and equipment of the Kamiah Grain & Oil Co. from E. J. Bolander and the estate of the late John W. Matlock.

Seattle, Wash.—The West Seattle Elvtr. of the N. P. R. R. has been remodeled to handle bulk grain and 250,000 bus. cribbed storage added. This plant will now accommodate 350,000 bus. of grain. This work was done under the supervision of E. D. Casseday.

Spokane, Wash.—One of the most attractive elvtr. offices to be found anywhere is that of Boyd-Conlee Co., here. It sets back from the street and its front lawn is attractively decorated with flowering shrubs that are kept in the pink of condition. No wonder passersby stop to admire the place.

Seattle, Wash.—W. H. Foster was elected pres. of the Grain Exchange at the recent meeting of the board of trustees. He will succeed L. P. Baumann. A. A. Ryer was elected vice-pres.; H. L. McIntyre, sec'y, and R. M. Hawkins, treas. James J. McCormack was re-appointed manager. Trustees for a three year term are H. P. Chapman, R. M. Hawkins, and Henry B. Wyde.

Rupert, Ida.—S. J. Hawkins will build a 4,500 bu. elevator.

Salem, Ore.—The Willamette Valley Grain Dealers Ass'n held a meeting at the Marion Hotel, July 18. The purpose was to discuss the application of Portland milling interests to the I. C. C. for a milling-in-transit rate on wheat in intrastate movement. At present Portland mills are excluded from milling-in-transit rates on wheat and its products moving from Eastern Oregon into the Willamette Valley. Their petition asks for a milling-in-transit privilege and reshipment into the valley.

Seattle, Wash.—The directors of the Grain Exchange have made the following ruling regarding the delivery of bulk and sacked wheat which will apply to deliveries of wheat on the July, 1928 contract and thereafter: "Delivery of storage wheat, either sacked or bulk, shall be made clear regular warehouse receipts for No. One, No. Two, or No. Three wheat in units of one thousand bushels. Number two wheat shall be subject to a discount of two cents per bushel, and No. Three wheat shall be subject to a discount of four cents per bu."

PENNSYLVANIA

Longsdale, Pa.—Levi L. Fritch, aged 70 years, who was engaged in the grain business here for a number of years, died recently at Denver, Colo.

SOUTH DAKOTA

Woonsocket, S. D.—The Farmers Elvtr. Co. will renew its charter for 20 years.

Draper, S. D.—The Western Terminal Elvtr. Co. has started work on a new elevator.

Isabel, S. D.—Wm. O'Laughlin of Baker, Mont., has started construction of an elevator in Isabel.

Vivian, S. D.—Earl Ezra Shirk, manager of the local office of the Western Terminal Elvtr. Co., died recently.

Dell Rapids, S. D.—The plant of A. B. Gillette was damaged by fire caused by spontaneous combustion on July 9.

Canton, S. D.—The Hunting Elvtr. Co. has had its elevator re-shingled and repaired. The T. E. Ibberson did the work.

Bristol, S. D.—I am manager of the Farmers Equity Exchange, not the Sjurson Grain Co., as erroneously reported.—P. H. Lemke.

Cresbard, S. D.—The Cresbard Grain Co. is increasing the capacity of its elevator and building new machine sheds and an office.

Scenic, S. D.—The Tri-State Mfg. Co. has started work on an elevator which will replace the one that burned several months ago.

Tripp, S. D.—The Hirsch Grain Co.'s elevator and 2,500 bus. of corn and wheat burned recently. The loss was covered by insurance.

Letcher, S. D.—Geo. Lee, who has been manager of the Farmers Elvtr. Co. at Naples for four years, has bot the elevator of the Letcher Grain Co., taking possession July 1.

Agar, S. D.—Geo. P. Sexauer & Sons have just completed a large up-to-date elevator. In addition to the new elevator repairs were made on the old elevator. A set of double corn cribs were also built. The T. E. Ibberson Co. had the contract.

Watertown, S. D.—W. VonWald and G. A. Lovre have taken possession of the Selmser Fuel & Grain Co. and will operate it under the name of VonWald-Lovre Co. Both men have been with the Sexauer Co. at Brookings. The new owners plan to extend their business to handle seeds at wholesale.

SOUTHEAST

Asheville, N. C.—The Earle Seed & Feed Co. is opening a retail store at 78 North Lexington Ave., with G. F. Stradley as manager.—J. D. Earle.

TENNESSEE

Lewisburg, Tenn.—The Lewisburg Mfg. Co. has bot the elevator and lots of the Lewisburg Mill & Elvtr. Co. and erected a 150-bbl. mill.

Nashville, Tenn.—F. J. McCarthy of the Watauga Mfg. Co. has bot the elevator adjoining the property of the Nashville Warehouse & Elvtr. Co. from Miss Lura Hall for \$35,500. The plant was formerly operated by J. R. Hall & Sons. Flouring machinery is being installed in a portion of the building, while the elevator proper will be operated as such.—P.

TEXAS

Devine, Tex.—M. A. Keller has installed a sheller and shuck press in his elevator.

Fort Worth, Tex.—The Bewley Mills has increased its capital stock from \$100,000 to \$500,000.

Fort Worth, Tex.—A. B. Galbraith, grain broker, who has been in business in Dallas a number of years, has opened an office here.

Wichita Falls, Tex.—The new municipal airport constructed by the Wichita Falls Airport Corporation has been named Kell Field in honor of Frank Kell.

Stinnett, Tex.—The Borger-Morrow Grain Co., incorporated; capital stock, \$10,500; by A. P. Borger, H. E. Morrow and J. E. Peyton; to do a general grain business. The company is building an elevator.

Amarillo, Tex.—J. P. Ewing, manager of the Henderson Grain Co., was operated on recently for appendicitis. Ben Strader, ass't manager at Fort Worth, is in charge of the local office during Mr. Ewing's absence.

Hanford, Tex.—E. W. Harrison, 52 years old, pioneer elevator man of the Panhandle section, died recently. He had been identified with the grain business in Texas for 35 years and was interested in several elevators and grain concerns at the time of his death.

Denton, Tex.—The plant of the Denton Mfg. Co., which includes an elevator, was badly damaged by fire recently. The total loss was estimated at \$55,000. No plans for rebuilding have been perfected, but it is understood the company will continue buying and selling grain this season.

Orange, Tex.—The Sabine Grain Co., incorporated; capital stock \$5,000; by J. S. Gordon, Mrs. Hattie Gordon and Ray Hoopes, all of Beaumont; to do a general grain business. It is understood the company is affiliated with the J. S. Gordon Grain Co. of Beaumont, but will operate independently.

Lariat, Tex.—A lease has been secured east of Clovis, N. M., from the A. T. & S. F. R. R. Co. for a site to build an elevator with a capacity of from 20 to 25,000 bus. It will have all modern machinery and electric power. This elevator will be owned and operated by H. L. Kearn of Amarillo, Tex., and T. E. Arnold of Muleshoe, Tex. The firm name has not been decided.—T. E. Arnold.

Texas City, Tex.—The Texas City Terminal Railway Co. is spending \$1,000,000 on the improvement of its elevator known as the Export Elevator. A contract for remodeling and enlarging the working house, installing a modern shipping gallery, and the substructure for building a new cotton shed and new loading gallery has been awarded to Jas. Stewart & Co. The work of pile driving is now under way. The cost of these improvements will amount to about \$250,000. Contracts for the remainder of the work have not as yet been let.

WISCONSIN

Columbus, Wis.—I. Brier of Milwaukee has bot the feed business of Joe Free.

Greenwood, Wis.—The E. J. Crane Co. has awarded a contract for an elevator, warehouse and office.

MILWAUKEE LETTER

Milwaukee, Wis.—Charles Manegold, one of the older members of the Exchange, died July 7.

An occupational tax of \$8,704 has been assessed against grain, which is about \$2,000 lower than last year.

Henry G. Henriksen and Wm. J. Ray have been elected to membership in the Chamber of Commerce.

The C. H. Baumann Co., newly formed corporation, has been granted a membership in the Chamber of Commerce.

A. L. Johnstone, pres. of the Chamber of Commerce, has been appointed national councillor for the Chamber of Commerce of the United States.

Members of the Chamber of Commerce voted on July 20 to amend the rules to make the discount on No. 3 white oats as a grade deliverable on futures contracts, 1½ c. per bu. instead of 3 c. The amendment becomes effective Sept. 1.

The plant of J. M. Riebs, Jr., which was damaged by fire July 7, will be rebuilt. There was between 90,000 and 100,000 bus. of grain in the elevator at the time of the fire, nearly all of which was water damaged. Most of the grain was corn.

Carl Hofmeister has been elected to membership in the Chamber of Commerce, and the membership of the late Albert Zinn has been transferred. The privilege of corporation memberships has been granted the newly formed corporation, F. S. Frost Co.

The following elevators have been continued as regular warehouses for the year beginning Aug. 1, 1923: Kinnickinnic Elevtr., Donahue-Stratton Co., 200,000 bus.; Rialto Elevtr., Donahue-Stratton Co., 200,000 bus.; Elevtr. E. Cargill Grain Co., 1,000,000 bus. The following have been re-licensed as registered storage houses for the ensuing year: Kinnickinnic and Rialto Elevtrs., 1,000,000 bus. each; Atlas Elevtr., 300,000 bus., operated by Donahue-Stratton Grain Co.; Calumet Elevtr., 400,000 bus., operated by Froedtert Grain & Malting Co. Provision was made for the registration of regular warehouse receipts by appointing H. A. Plumb, registrar of warehouse receipts and M. H. Ladd, A. A. Moeller and J. C. Krueger, deputy registrars.

WYOMING

Gillett, Wyo.—The Farmers Elevtr. Co. has been organized and work has been started on an elevator.

Lusk, Wyo.—A 7,000-bu. studded and iron-clad elevator fitted with a cleaner, a hydraulic truck lift, a 10-ton scale and a 5 h. p. G. E. Motor is being built here for H. N. Best.

Gillett, Wyo.—Kirby Stone is building a 15,000-bu. studded and iron-clad elevator in place of the old one, which has been torn down. Equipment includes 6-bu. Richardson Automatic Scales, a 1,500-bu. leg, a cleaner and an electric truck lift.

Russia Buying Under Cover.

Conflicting reports are abroad concerning purchases of grain by the Soviet Government of Russia. Correspondents in Berlin report that Russia has made big purchases there, while the Ost Express recently denied such purchases, quoting the Soviet trade representative in Berlin as its authority.

A Berlin cable said, "The official Journal declares that Russia means to make no further cereal purchases abroad. The Russian trade mission in this city asserts recent purchases were nearer 3,700,000 bushels than 7,400,000."

On the other hand, Messrs. Fratelli, Pozzani & Co. of Milan have reported the following about Russian purchases: "The Russian government bot today at Genoa large stocks of Barusso and Manitoba wheat on the spot and near at hand. The market closed very firm. We are informed on good authority that in all Russia has bot 150,000 tons of wheat."

A report from the Hague on July 19 stated that further important corn purchases had been made by the Soviets at Rotterdam, Genoa, London and Antwerp. Eight thousand tons were

purchased at the Rotterdam corn exchange and 21,000 tons in North America.

July 20 at Moscow the people's commissars made public a resolution ordering the immediate suspension of all forms of compulsory confiscation of grain and any limitation of trade between villages. The resolution provides for an increase in prices of wheat and oats and other cereals.

From this it appears that the farmers have learned by sad experience that they work all year to produce a crop only to have it taken away from them by the officials. The natural result is a determination on their part to quit working for nothing; and a decrease in the acreage devoted to grain.

Dust Suction Patent Invalid.

The U. S. District Court of Maryland on June 8 decided against Raymond H. Moore who charged that the B. & O. R. R. Co. had infringed Letters Patent No. 1,502,050, covering dust suction for belt conveyors.

Moore first conceived and disclosed his invention the first week of May, 1921. His indirect suction draws the air outside the hood, which outside air acts as a curtain to prevent the dust escaping into the building.

The court found prior knowledge of the art existed stating that:

On Oct. 25, 1920, there was published in the Grain Dealers Journal an account of the third annual conference of the Weighmasters and Scale men at Minneapolis. It contains the report of a Dust Com'te on the subject of indirect suction. It shows that Moore did not originate the idea of indirect suction.

Defendant introduced in evidence sketches of dust collecting systems made by its representative who visited 5 plants in the United States and one in Canada where dust collecting systems had been installed from 1905 to 1920 by P. C. Miller, mgr. of the Cyclone Blow Pipe Co.

The hood above the belt on a tripper in elevator of the Hecker-Jones-Jewell Milling Co., New York installed in 1919 reads precisely upon the terms of claim 7 of the patent.

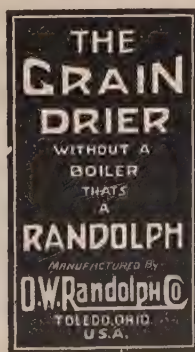
Claims 1 and 3 referring to the lower suction hood are anticipated by each of the devices erected at Cleveland, Argentine, Kan., Memphis, Akron and at Washburn-Crosby plant, Buffalo.

Claim 2 is anticipated by designs in the plants at Peterboro.

After the patent was granted in July, 1924, it received recognition in 2 issues of the Grain Dealers Journal published in August of that year. In the same year Moore made a trip to the Northwestern Elevator, Chicago, and inspected it and formed the opinion that the ventilating apparatus infringed his patent.

Defendant's witnesses testified that none of the information contained in Moore's sketches for the Northwestern Elevator was given to L. A. Stinson who designed the apparatus for the B. & O. Locust Point Elevator. He designed the dust collecting hoods on the basis of his past experience.

The court said "The plaintiff did not achieve a patentable invention by the mere change in the location of the hood. The bill of complaint will be dismissed."



Crabbs-Reynolds-Taylor Elevator, Lafayette, Ind.

This plant is equipped with a Randolph Direct Heat Grain Drier

Grain Carriers

Milwaukee, Wis.—A new increased schedule of rates to the Southeast went into effect July 14.

The Oregon, California & Eastern will build a 26-mile extension from Sprague River, Ore., to Bly.

American railroads, comprising 35 per cent of the World's mileage, haul 60 per cent of the World's business.

A 174-mile line is to be constructed in California by the Western Pacific California R. R. at a cost of \$13,500,000.

The Baltimore & Ohio has appropriated \$9,500,000 for additional main line tracks to give the grain trade better service.

Buffalo barge owners have formed a union with a capital stock of \$10,000. Control of 40 barges with a carrying capacity of 802,000 bus. is now under their direction.

A 38 mile extension has been approved by the I. C. C. for the Pittsburgh & West Virginia, to be constructed from Connellsville, Pa., to a point near Cochran's Mill.

Boards for cooping cars in the case of package freight will be furnished by Western carriers, the Western Trunk Line Com'te having stricken this proposal from its docket.

The water rate on the Morgan Line from Galveston to New York is now 20 cents a hundred, being reduced from 26½ cents. Minimum grain shipments at this new low rate are placed at 40,000 lbs.

Reductions in freight-claim payments on account of robbery amounted to only \$1,151,136 in 1927 as compared with \$12,726,947 in 1921. Railway policemen established a record of 97.5 per cent convictions on all arrests in 1927.

Washington, D. C.—J. J. Esch, who recently retired as a member of the I. C. C., has become associated with a new law firm, Esch, Kerr, Newton & Shipe, for the general practice of law before the departments and commissions.

The tonnage on the New York State Barge Canal set a new record during the week ending July 7, when a total of 110,764 net tons were moved. This is the second time this shipping season that the weekly record has been shattered.

Portland, Ore.—The first full cargo of new crop wheat was loaded by the Japanese steamer Portland Maru under charter to Kerr Gifford & Co., Inc., clearing for the United Kingdom with a maximum load of 7,900 long tons (294,933 bus.).

The Illinois Central R. R. and the Mississippi Valley Co. have applied to the I. C. C. in No. 6567, for authority to abandon the Monticello branch, running for 23 miles from Brookhaven to Monticello, Miss. The case was heard in Washington, D. C., on July 18.

Los Angeles, Calif.—Hearings on Docket 17,000 will commence here as soon as hearings in Portland are concluded. The major issue will be the demand of certain interests for an increase in the present differential in favor of wheat as against flour in westbound shipments to California.

Portland, Ore.—Hearings on the Columbia River Basin rate case, to be incorporated in the testimony taken in connection with Docket 17000, are now under way at Portland. Under former decisions Portland has had a 10 per cent differential rate compared with rates to Washington points on wheat originating south of the Snake River. Oregon intrastate rates will also enter into testimony offered and taken here.

The uniform contract com'te of the Ass'n of Railway Executives, has completed its final plans under which the railroads of the United States are to take over the entire \$300,000,000 annual express business of the country, now conducted by the American Railway Express Co.

The El Paso & Southwestern and the Southern Pacific, lessee, have applied to the I. C. C. for permission to abandon 30 miles of track from Deming to Harmanas, N. Mex. This branch joins both the Southern Pacific and the Santa Fe at Deming with the main line of the El Paso & Southwestern at Harmanas.

The Canadian Board of Railway Commissioners have ordered publication of joint thru rates on grain ex-lake from Port Stanley for stop-off at St. Thomas, Ont., for milling and reshipment for export via Canadian ports and to points in Canada for domestic consumption, in line with rates from other lake ports.

Hearings on Docket 17000, the general rate investigation ordered by the Hoch-Smith resolution in 1925, recently conducted in Seattle, Wash., have been devoted to the 7-cent export differential wheat and flour rate from western Montana destined for North Pacific Coast ports.

Carloadings of grain will increase an estimated 3.9 per cent during July, August and September, over the same period last year, in the opinion of 13 Shippers' Regional Advisory Boards. In 1927 some 481,029 cars were actually loaded with grain, while it is estimated 499,603 will be needed to move grain shipments this year.

Galveston, Tex.—A charge of \$5.50 a car instead of \$4.05 a car (as formerly) will hereafter be charged by the Galveston Wharf Co. to cover terminal switching service performed by it between its junctions with connecting lines reaching the City of Galveston points located on its tracks in Galveston, or carload traffic from points to or from Texas points beyond Galveston. This increase in switching charge is in response to a petition to the Railroad Commission. The charge, however, will be absorbed by the trunk line carriers.

It cost the taxpayers of the State of New York more than \$3.50 a ton for all the freight floated on the New York State Barge Canal in 1927, regardless of the length of the haul, according to E. E. Loomis, president of the Lehigh Valley Railroad, and chairman, Eastern Railways' Com'te on Public Relations. To build the Barge Canal, the state sold bonds, and the interest charges amounted to more than \$6,100,000 in 1927. Furthermore, the canal must be kept in working order, and this, in the form of operating expenses and maintenance, took over \$3,500,000 from the state treasury. When improvements and betterments and miscellaneous expenses of last year are added the total was about \$10,500,000. Receipts of some \$780,000 from various sources of income in connection with the canal left a sum in the neighborhood of \$9,700,000 which must be paid by the taxpayers of the state.

The Ohio River 9 ft. project from Pittsburgh to Cairo will be completed within the next 15 months; the Mississippi 9 ft. channel between St. Louis and Cairo will be completed, at its present rate of progress, within the next 2½ to 3 years; the Upper Mississippi River 6 ft. project will be finished from St. Louis to Minneapolis and St. Paul within that same period of time. The Missouri River 6 ft. project from its mouth to Kansas City will be completed within 2½ to 3 years; the Illinois 9 ft. waterway from Chicago to the Mississippi River will also be completed at about this same time. The 9 ft. Intercoastal waterway from the Mississippi River to all Texas ports thru to Corpus Christi will be completed conjunctively with the above named projects. Sufficient

appropriations have already been allotted for the next year to carry on the work upon all of these projects.

Surplus box cars on hand June 30 numbered 170,606, an increase of 3,365 over the previous week.

Locomotives in need of repair on Class 1 railroads on June 15 totaled 8,850 or 14.8 per cent of the number on the line. This was an increase over June 1, and perhaps the largest percentage on record in recent years.

May daily average movement of freight was 31.2 miles. This exceeded by one mile the best previous average for any May. In computing the average movement per day, account is taken of all freight cars in service, including cars in transit, cars in process of being loaded and unloaded, cars undergoing or awaiting repairs and also cars on side tracks for which no load is immediately available.

Cars loaded with grain and grain products during the week of July 7 totaled 43,218, an increase of 6,945 cars above the same week last year and 521 above the same week in 1926. In the Western districts alone, loadings totaled 33,712 cars, an increase of 8,129 cars above the same week in 1927. Loadings for the week ending June 30 totaled 36,757 cars, and 33,340 were shipped during the previous week.

The size and importance of the grain trade is reflected in the railroad volume handled in 1927. Grain alone (not including grain products and by-products), totaled 4.6% of the 51,714,302 cars loaded by principal lines. This was more than were loaded with livestock or ore. Lumber shipments were but 2% greater than those of grain. Fuel loadings were but four times as great; merchandise and l.c.l. shipments filled only six times as many, and miscellaneous freight is listed for only eight times as many cars.

Purchase of the Orient by the Santa Fe was put under examination on July 23 jointly by the I. C. C. and the Texas Railroad Commission. The New Orleans Joint Traffic Bureau objected to the entire proceedings on the theory that competition would be eliminated. The Missouri Pacific and the Fort Worth & Denver lines also intervened, asking the I. C. C. to maintain open traffic routes over the Orient system for the joint use of other railroads. Reasonable revisions of joint freight rates were requested in the event the sale is permitted. The Kansas City, Mexico & Orient operates from Wichita, Kan., to Alpine, Tex., a distance of 735 miles. A line from Wichita to Kansas City, Mo., is now under construction, as well as a branch running from San Angelo, Tex., to Del Rio, on the Rio Grande River. The Orient also operates 716 miles in Mexico from Alpine to Topolobampo, Mexico, on the Pacific Coast. Of this mileage 362 miles of track are now under construction at two different intervals.

Proposed Abandonment of 127-Mile Railroad.

The Central Indiana Railroad case for authority to abandon its lines, spanning the state of Indiana from Muncie for 127 miles west and a bit south to Brazil, Ind., has been reopened for further hearing and testimony. This line serves 41 towns, and but 15 of that number have other railroad facilities. Five large towns are served, namely, Muncie, Anderson, Noblesville, Lebanon and Brazil.

About 28 elevators are served by the Central Indiana Railroad from Muncie to Brazil, Ind. Elevator firms which would be seriously affected by the abandonment of the line would be the Bridgeton Mfg. Co., Bridgeton; A. D. Shirley and Walton Elvtr. Co., Walton; Rohm Bros., Judson; Newton Busenbark Grain Co., Waveland Junction (Waveland P. O.); Browns

Valley Grain Co., Browns Valley; Newton Busenbark Grain Co., Lapland (Ladoga P. O.); Advance Grain Co., Advance; Max Grain Co., Max (Lebanon P. O.); Goodrich Bros. Co., Gadsen (Lebanon P. O.); Rosston Grain & Lumber Co., Rosston (Lebanon P. O.); Goodrich Bros. Co., Jolietville (Westfield P. O.); Goodrich Bros. Co., Durbin (Noblesville P. O.); Lapel Lumber & Grain Co., and Shetterly Bros., Lapel. None of these towns have other shipping facilities.

I. C. C. Activities.

In 21079, Albers Bros. Milling Co., San Francisco, Cal., v. Santa Fe et al., alleges unreasonable rates on cereals and cereal products from Cal. points to points in Utah, Wyo., Ida., and Mont. Asks rates for future and reparation.

In No. 21144 the Williamson-Halsell-Frasler Co., of Oklahoma City, Okla., requests the Commission to order establishment of joint thru rates on dried beans, carloads, over the Oregon Short Line et al. from Idaho, Montana and Utah to points in Oklahoma. Asks reparation on past shipments.

The Texas Wheat Growers Ass'n of Amarillo has filed a complaint against the Santa Fe, et al., alleging rates in violation of sections 1 and 3 of the Act, on grain and grain products from Texas stations on the Panhandle & Santa Fe to Galveston, Tex., for export. Asks rates for the future and reparation.

In No. 18884, Nashville Grain Exchange v. Louisville & Nashville et al., the Commission has found not unduly prejudicial or unjustly discriminatory the failure and refusal of the carriers to accord concentration and storage privileges on baled hay at Nashville, Tenn., on the basis applying on mixed feed, including hay, and on grain and grain products.

In 20313, Evans Milling Co. vs. B. & O., et al., Examiner Johnston has recommended that the Commission find unreasonable a combination rate of 27 cents on corn from Kansas City when originating beyond, to Cincinnati, when destined to points in the Southeast via Indianapolis, to the extent it exceeded 17 cents, the subsequently established rate.

In 21082, Southard Feed & Milling Co., Kansas City, Mo., v. Chicago, Great Western, et al., charges violation of first four sections of act, on carload shipments of grain and grain products to points in Mo. and Ark., on Frisco and surrendered as representative inbound, billing, freight bills or tonnage credits, bearing on prior to date of shipment from Kansas City by not more than 12 months and showing origin at points on Great Western in Ia. Reparation is asked.

Coarse grain and sorghum rates from certain points in Texas to Mississippi, Alabama, Georgia, South Carolina and Florida, are not unreasonable or unduly prejudicial to Memphis, Tenn., according to the I. C. C. in a recent ruling issued from Washington, D. C., in 19454. Origins involved are all points in Texas except those on the Southern Pacific and Gulf Coast lines. Rates for movement via Memphis were ordered maintained at the level of those for movements via New Orleans. Undue prejudice was ordered removed by Sept. 5.

In 20132, I. C. C. Examiners Gwynn and Haggerty have recommended that in the case of the Rodney Milling Co., et al., v. Frisco, et al., Washburn-Crosby Co., et al., v. Union Pacific, and I. & S. No. 3072, grain and grain products between points in Arkansas, Kansas and Missouri, that the Commission find not justified increases in grain products rates in Arkansas, Kansas and Missouri that would become applicable if the suspended tariff of the Union Pacific were allowed to go into effect. The examiners hold that rates from Union Pacific points in Kansas to destination territory involved should not exceed the mileage rates which the Commission established from Oklahoma to Arkansas, and later from Oklahoma to Texas and Kansas and Southwestern Missouri.

A clever advertising card is being sent to the trade by the Oklahoma Terminal Elevator Co., of Oklahoma City, Okla. A first-rate hobo is pictured gesticulating over the poverty of a fellow tramp with the words, "If you're so smart, why ain't you rich?"

New England Rate Differential Case to Hearing.

The U. S. Shipping Board has denied a motion of the Baltimore Ass'n of Commerce, praying for dismissal of the "complaint or petition" of the Boston Chamber of Commerce asking for such grain export rates as will put Boston on a parity with North Atlantic Canadian ports and Philadelphia.

Hearings in this same case before the Interstate Commerce Commission, No. 18715, opened in Boston, July 16. Evidence was taken on ex-lake rates from Buffalo and other Lake Erie ports to North Atlantic ports in an attempt to gain preferential railroad rates to offset the lack of ocean freight differential. The petition is opposed by New York, Philadelphia, Baltimore, and Norfolk, Va. In this case the Commission broadened the scope of its authority so that it will embrace evidence with respect to this ex-lake grain rates adjustment on petition of the Buffalo Corn Exchange, et al.

Boston asked the Shipping Board for a 2 cent per 100 lbs. differential favorable to them and Portland, Me., against Montreal, Philadelphia, and Baltimore, on grain export shipments carried by the Merchant Fleet Corporation vessels, in an effort to offset declining freight movement out of New England ports. This would eliminate present rail differentials favoring Baltimore.

The appeal to the Shipping Board is based on the theory that thru-rail and water rates should reflect the distance factor, and since Boston is the nearest port to northern Europe, the rates via Shipping Board vessels should be readjusted.

Boston interests contended that all freight moving through New England ports has been affected, but export grain movements are the chief concern. Total exports from Boston dropped from 553,749 tons in 1920 to 292,452 in 1927, while grain exports fell from 6,057,742 bus. to 4,473,921 during the same period.

Discrimination Against Memphis.

In No. 19454, Embury E. Anderson et al. v. Abilene & Southern et al., the Commission has found unduly prejudicial the rates on coarse grain and sorghum grain, from points in Texas to destinations in Miss., Ala., Ga., S. C., and Fla., via Memphis, Tenn., and ordered the removal of the undue prejudice not later than Sept. 5. The finding is that the adjustment is unduly preferential of New Orleans, La., and Vicksburg, Miss. Complainants draw again from Texas to Memphis, there handle it and ship to the southwest. Refusal of the Southern to equalize Memphis with Vicksburg and New Orleans created the situation against which Memphis complained. In this case the Commission dealt largely with questions arising out of or in connection with Texas Grain Dealers Ass'n v. A. & S., 819 C. C. 96, and the Grain and Grain Products, 126 I. C. C. 454. The Commission said in part:

The higher rates via Memphis are due to the non-equalization of that crossing with the other crossings south thereof. The rates via New Orleans are less than the rates via Memphis, altho the distances via the former crossing are greater than via the latter crossing. New Orleans, owing to equalization, is accorded the same rates that apply via Vicksburg.

The Southern is not willing to equalize Memphis with the other crossings south thereof on traffic destined to points in Miss., Ala., and Fla., south and east of the following line: Southern, Memphis to Sheffield, Ala., Northern Ala., Sheffield to Parrish, Ala., Southern, Parrish to Birmingham, Central of Georgia, Birmingham to Columbus, Ga., thence to Chattahoochee River to Apalachicola, Fla.

Upon this record we find that the rates assailed are not unreasonable. We further find that the maintenance by defendants of lower rates on coarse grains and sorghum grain, in carloads, from Texas, except from points on the Southern Pacific and Gulf Coast Lines, via New Orleans than via Memphis to points in Mississippi on and north of the line of the Yazoo & Mississippi Valley, Vicksburg to Meridian, is and will be unduly prejudicial to

Memphis and unduly preferential of New Orleans.

Our findings herein are without prejudice to any different conclusion that may be reached in Docket No. 17000, Part 7, Grain and Grain Products.

Revising Form of Export Grain B/L.

Com'te on Steamship Affairs of the New York Produce Exchange has completed a draft of a revised charter party and B/L for use in grain chartering. Copies of the draft are now being sent to all interested parties with a request that comments or suggestions for modification be submitted to the com'te. Lowell L. Richards of Bowring & Co. is chairman of the com'te.

Speaking of the new form of Charter party and B/L, Mr. Richards says:

"We have tried to produce a charter party acceptable and fair to all ports and to both owners and merchants as well. It was our aim to make it thoroughly up-to-date in order to meet present day conditions."

The old Baltimore form "C" of charter party left so much unsettled and uncovered that many complaints against it were made by members of the various trades. The framers of the new charter party took into consideration various laws ruling at all other grain ports. In the old days full cargoes of grain were covered by a berth B/L applicable to the port which was to receive the grain. Lines operating to particular ports naturally objected to their Bs/L being spread broadcast, and in time some merchants made up their own BsL. The result was confusion all around.

Mr. Richards has directed special attention to the fact that the proposed new form is known as the North American Berth Grain Charter party and B/L, because it covers the requirements of all the other ports as well as those of New York.

The "Baltimore" form is not in use on the Pacific Coast, where the "Portland-Puget Sound Steam," "North Pacific" are principally used.

GRAIN DRIERS

for

COARSE GRAINS,
SEED CORN,
BEANS,
PEAS, ETC.

ROTARY DRIERS

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MEAL, GRITS, STERILIZING PACKAGE GOODS, ETC., AND GRANULAR PRODUCTS OF ALL KINDS.

We would be pleased to correspond with you.

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Supreme Court Decisions

Title to Crops.—Crops may be segregated or severed, and become assignable as personality, and, in event of such severance, they do not go with a sale of land.—*Bowers v. Bryant-Link Co. Court of Civil Appeals of Texas.* 6 S. W. (2d) 788.

Chattel Mortgage on Crop.—Chattel mortgage on "all corn and cotton to be grown by" mortgagor "on the farm belonging to" K. held sufficiently definite as to description, though K. had several farms in county where mortgage was executed and filed.—*Blankenship v. Modglin. Supreme Court of Arkansas.* 6 S. W. (2) 531.

Brokers.—Where customer's agreement with brokers for purchase and sale of stock on margin permitted loan or pledge of stock purchased for customer and delivery to other customers, brokers were not required to have on hand available for delivery specific securities of kind and amount ordered.—*Papadopoulos v. Bright. Supreme Judicial Court of Massachusetts.* 161 N. E. 799.

Warehouseman Bound by Written Receipt.—Where owner stored wheat with warehousemen and written contract for storage and sale thereof specified amount of wheat and provided that on sale of various amounts new warehouse receipts were to be issued for amount of wheat remaining unsold, such receipts were subject to parol evidence rule against showing in action on contract mistake of defendants in stating in original contract quantity of wheat as more than it actually was.—*Wright v. J. J. Morton & Sons. Supreme Court of Oregon.* 267 Pac. 818.

Mortgage on Crop.—A chattel mortgage on a crop not yet planted or sown attaches only to such interest as the mortgagor has in the crop when it comes into being. In this case one partner of a farmer gave the bank a chattel mortgage on grain to be grown, but in which he had no interest when it was later grown; and the other partner delivered the grain to the elevator company that the bank made defendant in the suit. The court held in favor of the elevator company.—*State Bank of Stephen v. Farmers Grain Co. of Stephen, Supreme Court of Minnesota.* 219 N. W. 871.

Limitation of Telegraph Company's Liability to \$500 is Binding.—In action for failure to promptly deliver cablegram, limitation of \$500 damages for delay in delivering unrepeat cablegram on cablegram form was binding, and such limitation prescribed the whole duty and liability of telegraph company. Limitation of \$500 liability on part of telegraph company with reference to unrepeat cablegram applied to implied obligation to inform sender of inability to deliver as well as express terms of contract.—*Western Union Tel. Co. v. Bashinsky, Case & Co. Supreme Court of Alabama.* 117 Southern 289.

Suit by Consignee, not Shipper.—Where findings were that interstate shipper delivered property to initial carrier, and that it was con-

signed to firm in another state, and were silent as to ownership of property thereafter, presumption is that title vested in consignee, and, in absence of finding that shipper had title at time of damage to shipment, he had, under Carmack Amendment and subsequent amendments to Federal Act to Regulate Commerce, § 20 (49 USCA § 20 (11); U. S. Comp. St. §8604a), no right of actions for damages.—*Bruner v. C. & E. I. Ry. Co. Appellate Court of Indiana.* 161 N. E. 680.

Contract not Invalidated by Optional Time of Shipment.—Where sales contract provided that goods should be shipped within 60 days from date of contract unless shorter time was specified, and also stated "time of shipment, when ordered," buyer held not entitled to have contract canceled on ground that contract was so ambiguous that two different constructions could be placed on its meaning, and that it was unenforceable and void, since clause, "time of shipment, when ordered," was merely provision by which buyer could order shipment before 60 days.—*Kansas City Flour Mills Co. v. Brickley. Appellate Court of Indiana.* 161 N. E. 631.

State Liable for Injury in its Mill.—A civil action lies against the state of North Dakota, doing business as the North Dakota Mill & Elevator Association, to recover damages for personal injuries sustained through the negligence of the association in the operation of a mill. A person, who, under the direction of the state board of auditors, enters a mill operated by the North Dakota Mill & Elevator Association for the purpose of making an audit as required by law, has an implied "invitation" to enter such mill and is not a mere trespasser or licensee.—*Knute Bakken v. State, doing business as North Dakota Mill & Elevator Ass'n. Supreme Court of North Dakota.* 219 N. W. 834.

Title to Crop after Expiration of Mortgagor's Lease.—Where tenant, who has mortgaged his interest in a growing crop, honestly surrenders, or by legal proceeding loses, possession of land before maturity of crop, landowner becomes owner of crop free from any claim of mortgage. In this case the tenant quit possession of the land and the landowner sold the crop to the Elevator Company, which was made defendant by the plow works company, holding a chattel mortgage given by the tenant, who the following year worked the farm on wages.—*J. I. Case, Plow Works Co. v. Farmers Co-Operative Union Elevator Co. Supreme Court of South Dakota.* 219 N. W. 888.

Pool's Grain held Not in Storage under Nebraska Law.—The fact that, pursuant to the plan adopted by the Nebraska Wheat Growers' Ass'n, its membership, on deliveries of grain to it, received an advance, and upon such delivery became thereby vested with an ascertainable undivided interest in the ultimate results of the entire business transacted by it at the end of the pool year, did not constitute the grain so delivered while thereafter in the possession of such association either "grain held in storage" or "grain * * * for which payment has not been made within ten days after receipt of the same," as those words are employed in section 7224, Comp. St. 1922.—*Lexington Mill & Elevator Co. v. Browne. Supreme Court of Nebraska.* 219 N. W. 12.

Future Contract Valid tho Customer Pretended Gambling.—Where, on each order of principal to broker to purchase cotton for future delivery, broker mailed written confirmation which provided orders were received with understanding that actual delivery was contemplated, and that brokers had no agents, principal, for whom brokers closed deals at loss, could not avoid liability or recover margin advanced by showing person claimed to be broker's agent had notice that future delivery was not, in fact, contemplated, and that transactions were unlawful as gambling transactions, under Ky. St. § 1955, orders having been made in strict accordance with United States Cotton Futures Act. (26 U. S. C. c. 13).—*Goalder Johnson v. John F. Clark & Co. Court of Appeals of Kentucky.* 6 S. W. (2d) 1048.

Anti-friction Bearings in the Grain Elevator.

From Address by P. A. Carlson of the S. K. F. Industries.

Why has all this interest in anti-friction bearings become so universal just recently when industry has, without question, accepted the inefficiency of sliding bearings for so many years? The answer is this: Keen competition has forced every user of machinery to devise new methods of producing his product at less cost.

The more we look at this question of bearings, the harder it is to realize why the sliding bearing exists at all. No one would think of pulling a load over the ground by use of greased skids when this load can be moved more easily on wheels. The same reasoning is logical when applied to bearings. The balls or rollers in an anti-friction bearing are the wheels that carry the load and therefore, the oil film becomes unnecessary.

The anti-friction bearing is the only bearing in this age of efficiency and, contrary to the opinion of some laymen, is not a delicate device that needs expert mechanics for installation and therefore, unfit for use in a grain elevator. Ball and roller bearings as made by the S. K. F. Industries can, in fact, be installed with less difficulty than ordinary sliding bearings which must be properly aligned and fitted so as to prevent binding.

Application to grain elevators. I have taken particular interest in the grain elevator field ever since I became connected with the anti-friction bearing business, because I was previously engaged in the design of grain elevators. I can recall how I looked at anti-friction bearings as a waste of money at that time, so it is not hard for me to realize how some elevator builders and users still think so and with this in mind, I will try to point out why anti-friction bearings are particularly applicable to grain elevators.

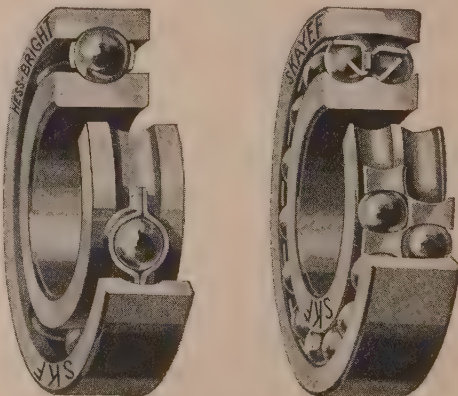
Power saving is particularly desirable in the country elevator because the average elevator using a comparatively small amount of K. W. does not get a very good power rate.

A ball bearing will reduce the amount of power lost by friction in a sliding bearing from 70 to 80%. Taking the elevator leg for example, I will now show why ball bearings would be a profitable investment on the power saving basis only. When we figure the power required for driving an elevator leg, we first compute the amount needed to lift the grain and then add about 75% for friction. If ball bearings were used on all shafts it would only be necessary to add 25 to 30% for friction and play safe. On an elevator leg using a 2-15/16" head-shaft and a 1-15/16" countershaft and consuming 10 h.p. with sliding bearings, it would be possible to save at least 2 h.p. using average power rates and ball bearing costs as a basis. You can figure for yourselves that the installation would pay for itself within a year's time in power saving alone. Saving in power also reduces the wear in belts and the wear and tear on the machinery itself. This increases the life of the equipment and makes it possible to give it less attention to all the machinery.

Oil or grease is used in a ball bearing to prevent the surface from corrosion primarily. The oil or grease carries no load and therefore, does not wear out as it does in the sliding bearing, making it possible to use the same grease for a great length of time. The housing also being sealed with a felt or some other means of enclosure prevents the oil or grease from leaking out, consequently, it is possible to replenish the oil in ball bearings only once in two or three months under average operating conditions. On high speed applications more frequent attention is necessary.

A constant supply of fresh lubricant is needed for a sliding bearing to replace that which is broken down. Naturally, the old grease must go some place and the result is a greasy mess around each bearing.

Hot Bearings Cause of Most Fires.—Of forty-



Left: SKF Deep Groove Ball Bearing.
Right: SKF Self-Aligning Ball Bearings.

Grain Claims Bureau, Inc.

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Freight claim savings of \$100.00 or more per year, are worth making. Audits are made on a percentage basis; no other costs whatever. If examination of your shipping records is permitted, it will save you money.

W. S. Braund
Aud. and Treas.
Champaign, Ill.

Harry J. Berman
General Counsel
Chicago, Ill.

four cases of fire, thirty-two were hot bearings—almost 75 per cent of the total. We have, of course, some causes of night fires that an inspection will not prevent, lightning and incendiarianism, but we are confident that if the actual causes of all elevator fires were known, fully 50 per cent of those now listed "unknown" would be found to be due to bearing trouble.

The oil film of a plain bearing is a medium that carries the load. If for any reason or other this oil film does not exist because the bearing has not been given lubrication attention or due to the fact that the pressure is so great that the oil is squeezed out, we then have metal to metal contact and with a sliding bearing, a heat is soon developed which might become serious enough to start a fire. The greasy condition of the surrounding parts merely aggravates the situation and makes it easier for the fire to spread. On a ball or roller bearing, the load is carried by rolling elements on a metal to metal contact and the oil serves no purpose in preventing rubbing. Even though oil might fail temporarily this will not result in the heating of the box. It is, however, much less possible for a ball or roller bearing housing to become dry as the lubricant is retained in the housing for a longer period than is possible in a sliding bearing.

We all agree in the belief that a sliding bearing will operate fairly satisfactorily providing it is given the right attention and is so mounted that no binding strains occur. However, due to the construction of the average country elevator, proper alignment is almost impossible to attain and due to the inaccessibility of some shafts, neglect is not only possible but very probable, especially during the busy loading season when the operator has not sufficient time to give equipment as much thought as he would like to. You have heard a great deal from insurance companies on this subject and we believe that the time is not far off when they will offer a preferential rate to elevators that are completely equipped with anti-friction bearings.

I have now pointed out some of the outstanding advantages of anti-friction bearings. In addition to these advantages, there are other points of superiority. It has been definitely proven that an anti-friction bearing equipped corn sheller will do better work than one equipped with ordinary bearings. This is because the ordinary bearing will wear considerably in a very short time throwing the plug out of center with the housing. Naturally, the prongs on the plug become close to the housing on the lower side and it has been the experience of some operators to have these prongs on the plug broken off.

Some of you possibly have not heard a great deal about the application of anti-friction bearings to elevator boots. My company has given this matter a great deal of attention and we have decided that a ball bearing loose pulley is the most satisfactory way of solving this problem on changeover work as this pulley can be placed in the elevator boot without making any changes. The elevator boot is one of the most inaccessible parts of any elevator equipment and for this reason an anti-friction bearing becomes very desirable at this location.

The S. K. F. Self-Aligning Ball Bearing shown in the engraving, has the inherent ability of compensating automatically for misalignment or shaft deflections. Misalignment will not cramp or wedge the balls or cause the bearing to heat. The principle of the ball and socket joint is embodied in the bearing itself, eliminating all need of external aligning devices.

Because it is especially well adapted for applications where misalignment is an important factor to be considered, as well as its great radial capacity, the self-aligning ball bearing has found wide favor in the grain industry.

The S. K. F. Deep-Groove Ball Bearing because of its construction will carry radial load, thrust load, or a combination of the two. It is characterized by its deep, uninterrupted symmetrical groove construction resulting in high thrust capacity. S. K. F. Deep-Groove Ball Bearings are made in both single and double row. A single row bearing is represented in the engraving herewith.

Giving "Green Stamps" is one leverage the Saybrook (Ill.) Grain & Coal Co. uses to pry more business from their many customers. It stands to reason that many will go out of their way to do business with this progressive firm just to get the stamps. Price undoubtedly cuts an insignificant figure with their customers.

Montreal, Que.—John S. Metcalf Co., Ltd., announce the removal of their offices to 460 St. Helen St.

Evansville, Ind.—George W. Goodge, aged 86 years, building contractor, well known to the grain men of this section, died July 7. Mr. Goodge built the large plant of Igleheart Bros.

Supply Trade

Ricardo J. Gutierrez and Benno J. Schnack, both representing grain interests in Argentina, are studying the elevator system in the country and at terminals of western Canada.

Knoxville, Tenn.—Mrs. Lucy Towers Savage, wife of W. J. Savage, president of the W. J. Savage Co., and former chamber of commerce head, died recently at the family home in Knoxville.

Seattle, Wash.—The Casseday Eng. & Cons. Co. has been incorporated here and taken offices in the L. C. Smith Bldg. It will specialize in the designing and constructing of grain elevators.

Windsor, Ont.—The new plant of the O. W. Randolph Co. is now in full operation. The establishment of this Canadian plant will enable the company to better meet the increasing Canadian demand for its driers.

Formation of a New York burlap exchange is under way. A meeting will be held soon by a group of men interested in an exchange, when definite action will be taken. Those in favor of the plan are said to include many who are associated with the rubber and cocoa markets.

Winnipeg, Man.—C. D. Howe, consulting engineer on most of Canada's elevator projects from Fort William to the Pacific Coast, in addressing a meeting at Port Arthur recently expressed the opinion that elevator building at the head of the lakes would be practically continuous.

Minneapolis, Minn.—Some misapprehensions seem to have arisen in the trade with respect to the recent merger of the Carter-Mayhew Mfg. Co., the Hart Grain Weigher Co., and the Twin City Separator Co. In an effort to clear up this misunderstanding, the Carter-Mayhew Mfg. Co. has issued a statement to the effect that each of the various companies concerned will continue to operate separately. The Carter-Mayhew Mfg. Co. will have no connection whatever with the Twin City Separator Co. or with any other operating unit of the Hart-Carter Co., which is a holding company.

Calgary, Alta.—Voss Brothers built 80 country elevators last year and now are building 86 more. They are figuring on so many additional houses, they are confident of building at least 100 this year. They install Skf Ball Bearings in every elevator and a 10 ton Fairbanks truck scales, 100 bu. Fairbanks Hopper Scales, a man lift, an air dump with compressor and a 2,500 bu. leg in nearly every elevator. All of their elevators are of cribbed construction with lap-board siding. Where electric current is available motors and speed reducing head-drives are used. Where gasoline power is used Fairbanks-Morse engines and rope drives are used.

Minneapolis, Minn.—It is our pleasure to be able to report that our records for June show that we received a larger volume of orders in that month than in any previous month in the history of our company. The Carter-Mayhew Mfg. Company was organized in 1919 and we have never experienced anything like the volume of business that came to us during June, 1928, just passed. Business for the month included orders for Scalperators, Duo-Aspirators, Carter Disc Separators and Automatic Weighing Feeders from New Zealand, Mexico, Canada and seventeen of our own United States. We are very grateful to the industry for this confidence which is being expressed in orders for our machines.—C. W. Doolittle, Gen'l Sales Mgr.

The following are recent sales of Munson Attrition Mills: R. M. Spotts, Douglasville, Pa.; C. A. Tucker, Antwerp, N. Y.; Philip Mook's Sons, Lancaster, N. Y.; Fisher Grain Co., Fisher, Minn.; Hamilton & Son, Caledonia, N. Y.; Kellogg Commission Co., Lockhardt, Minn.; Emil Schroeder, Wilton Jct., Iowa; R. C. Bowman, Canastota, N. Y.; Thos. Gaines, Sherburne, N. Y.; John Sigafoos, Riegelsville, N. J.; F. M. Hann Estate, Springville, Iowa; Farmers Feed & Mfg. Co., Dryden, N. Y.; Austin Mfg. Co., Austin, Minn.; Robinson Bros., Cardiff, Md.; Richfield Springs Mfg. Co., Richfield Springs; Farmers Coop. Elevator Co., Iowa Falls, Iowa; P. N. Lewis, Waterville, N. Y.; Workman Bros., Stockport, Iowa; J. G. Haase, Kingston, Wis.; E. H. Huijbregtse, Monticello, Iowa; B. A. Jaenisch, Johnson, Minn.; F. M. Brown's Sons, Birdsboro, Pa.; Lester Ebert, Columbus, Wis.; St. Anthony & Dakota Elevator, Newville, N. D.; W. E. Webber, Woodfords, Me.; H. R. Simmons, Smyrna, N. Y.

HESS PNEUMATIC GRAIN DRIERS

Used everywhere—

NONE BETTER

For twenty-five years this drier has led all others in efficiency, economy and convenience. Made in various sizes, suitable for all grain drying needs. Tell us your wants.

HESS WARMING & VENTILATING CO.

1207 So. Western Ave.

CHICAGO

Hess Drier Company of Canada, Ltd.

Theodore Kipp, Mgr.

68 Higgins Ave.

Winnipeg, Manitoba

Field Seeds

Little Rock, Ark.—The Southern Seed Co. has moved into its new home.

Winona, Wash.—The Lewiston Seed Co is erecting a new grain warehouse.

Indiana alfalfa acreage is to be increased one-third this year, according to Ivan J. Sours.

Rapid City, So. Dak.—Nick Caspers was chosen as manager of the Western South Dakota Alfalfa Seed Exchange recently.

Portland, Ore.—The Pacific Seed Co. has been incorporated for \$10,000 by Wm. Chas. Gabriel, Wm. J. Smith and Ruth M. Gabriel.

Scotts, Mich.—White Brothers have just installed a new dust-proof motor in their new seed and bean plant, which was recently completed for this progressive firm.

Nashville, Tenn.—The Rose Seed Co. embarked in business last week. G. P. Rose is president and D. P. Durban the manager. Both men are well known in the seed industry.

Chickasha, Okla.—A \$50,000 fire loss was suffered by the Oklahoma Improved Seed Co. during the first week of July. The company's plant covered approximately an acre of land.

Watertown, S. D.—D. W. Von Wald and G. A. Lovre, who recently bot the Selmsier Fuel & Grain Co., operating under the name of Von Wald-Lovre Co., will handle seeds at wholesale.

Indianapolis, Ind.—The Central States Grain Corporation was recently formed here with the sole purpose in view of furnishing pure varieties of seed wheat for wheat growers in Indiana, Illinois and Ohio.

The Seeds Com'te of the New York Produce Exchange for the ensuing year recently appointed by the President and Board of Managers, is composed of Marshall H. Duryea, chairman, Ernst Wehncke and O. W. F. Randolph.

Louisville, Ky.—It is the Ross Seed Co. of Louisville, who will have to move their plant to make room for an approach to a bridge crossing the river, rather than the Louisville Seed Co., as was erroneously reported in the last number.

New Zealand now demands that the seed of white clover, lucerne and cocksfoot be stained and accompanied by a proper certificate to that effect before admission will be granted. Not less than 1 per cent of the seeds named must be colored red.

Fredonia, N. Y.—The Fredonia Seed Co., seed, feed and flour dealers, has let a \$100,000 contract to the Haas Construction Co., for the erection of an addition to its plant fronting on the New York Central tracks. The addition will be completed for occupancy by Oct. 1.

Clover seed ruled lower on increased offerings. There was some profit taking and also fresh hedging sales against clover purchased and carried over from last season. Good demand is in evidence on moderate setbacks. Will clover crop be as small as anticipated? Do present prices largely discount conditions? Future trend will depend upon weather conditions from now on.—Southworth & Co., Toledo, O.

Purkoff wheat, a variety originated by the Purdue University agricultural experiment station, now being widely grown over the state, is the hardest variety of wheat produced in Indiana. Figures were compiled from over 2,500 reports from every county

in the state, show that an average of 68 per cent of this variety of wheat sown in the state last fall survived the severe winter of this year, which was the worst on record in causing wheat losses. An average of only 35 per cent of 25 other varieties sown survived the winter.

Chicago, Ill.—Fred W. Camper of Indianapolis, Ind., who has been representing the Indiana Seed Co., of Indianapolis, in Indiana, for the past 20 years, has affiliated himself with the John L. Kellogg Seed Co., of Chicago, as of July 16. Fred says if he had known his old job wasn't going to be any more permanent than it was he wouldn't have taken it in the first place. His many friends in the trade greet him with all cordiality back into the industry.

A World's Grain Exhibition and Conference is to be held in Regina, Sask., in 1932, according to plans. Hon. W. R. Motherwell, Minister of Agriculture, Ottawa, has appointed a special com'te on prizes. Exclusive of special classes, the list makes provision for \$202,500 in prizes; six classes of wheat with \$100,000 in prizes, two classes of oats with \$30,000, and five classes of barley with \$15,000 prizes.

Salt Lake City, Utah.—Paul V. Kelly, former head of the Pacific Seed House, is now doing business on his own account as the Western Grain Co., specializing in western soft milling wheat, clover and alfalfa seeds. Mr. Kelly was formerly associated with the Colorado Milling & Elevator Co., the parent organization to the Pacific Seed House, for 16 years, and is considered an authority on western alfalfa seed.

Evansville, Ind.—Announcement has been made of the annual meetings of the American Soybean Growers Ass'n in Indiana from Aug. 15 to 17. Four regional meetings will be held thruout the state, to enable as many growers as possible to attend. They will be at Richmond, Indianapolis, Attica and Logansport. Tours of neighboring farms will be made in each section. A group of meetings also will be held at Purdue University at Lafayette.—C.

Wheat is in a worse condition from smut this year than for a long time in the opinion of Dr. Carter of the Agronomy Department of the Missouri State Agricultural College. He states there should be some concerted action to clean up either by copper carbonate dust or the old time formaldehyde method. (While there has been nearly a 100 per cent cleanup of wheat smut in a few secluded spots in Kansas, Wichita dealers will particularly stress that only treated seed wheat again be planted this year, at the annual Wheat Festival to be held there Aug. 2.)

Sioux City, Ia.—Plans for a new fireproof 18,000 sq. ft. brick and reinforced concrete addition to the plant and warehouse of the Wertz Seed Co., at a cost of \$75,000, are under consideration. It will be 60x91 feet, with part of the building of three stories and the working and head house of the elevator section of 85 feet in height. The larger plant and warehouse will permit a big expansion in the business. Part of the new addition will serve as a bonded warehouse and the other section will be given to the manufacture of feeds and other mill products. Modern type grinding and feed machinery will be installed for increasing production. W. A. Klinger, Inc., will erect the structure, to be completed by Oct. 1.

New Seed Trade Marks.

The Whitney-Eckstein Seed Co., Buffalo, N. Y., has filed trademark Ser. No. 266,067, "VICTORIA PARK," for field seeds.

Rudolph H. Points, doing business as Point's Seed Farms, Crosby, N. D., has filed trademark Ser. No. 265,294, the words "FARTHEST NORTH," for field seeds.

Canadian Seed Growers Hold Annual Meeting.

The Canadian Seed Growers Ass'n held its annual meeting June 15-16 at the Chateau Frotenac, Quebec, Que., Major H. G. L. Strange of Fenn, Alta., pres. of the ass'n, presiding.

The report of the directors showed an increasing demand by farmers for registered seed. The amounts of seed of the principal crops of the registered class that sold during the past year, according to figures secured from the Dominion Seed Branch, were as follows: Wheat, 77,919 bushels; oats, 56,815; barley, 16,637; alfalfa, 10,748 lbs. Considerable amounts of registered seed of such other crops as flax, peas, sweet clover, etc., were also purchased by Canadian farmers.

The Dominion Department of Agriculture has increased its usual grant of \$10,000 to the ass'n by another \$3,000 this year.

Among the speakers was A. J. Ogaard, executive sec'y of the Farm Seed Ass'n of North America who spoke of the progress being made under similar plans in the United States. He strongly advocated the consideration of better seed and better crop campaigns thru a sound understanding of the difficulties facing every line of the industry from farmer-producer to the members of the seed trade.

Officers elected were: Dr. J. W. Robertson, Ottawa, Ont., honorary pres.; Geo. H. Clark, Ottawa, Ont., Dr. C. A. Zavitz, Ilderton, Ont., honorary vice-pres.; Major H. G. L. Strange, Fenn, Alta., Pres.

Directors are W. H. McGregor, Central Lot 16, P. E. I.; John Trueman, Truro, N. S.; O. C. Hicks, Fredericton, N. B.; L. Ph. Roy, Quebec; John Buchanan, Guelph, Ont.; T. J. Harrison, Winnipeg, Man.; M. P. Tullis, Regina, Sask.; W. J. Stephen, Edmonton, Alta.; Cecil Tice, Victoria, B. C.; W. W. Baird, Nappen, N. S.; C. F. Bailey, Fredericton, N. B.; R. Summerby, MacDonald College, Que.; H. W. Graham, Kemptville, Ont.; R. R. Moore, Noewich, Ont.; John H. Beavi, Crystal Lake, Man.; R. D. Kirkham, Salcoats, Sask.; J. W. Towney-Smith, Washburn, Sask.; Nels Linden, Westaskiwin, Alta.; Geo. A. Robinson, Royal Oak, B. C.

Directory

Grass and Field Seed Dealers

One line, one year (24 issues), \$10.00.

AMARILLO, TEXAS.

Hardeman-King Co., field seed merchants.

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale and merchant.

CHICAGO, ILL.

Johnson, Inc., J. Oliver, field seeds.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CONCORDIA, KANS.

The Bowman Seed Co., wholesale field seeds.

COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

CRAWFORDVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

FT. WAYNE, IND.

Kraus & Apfelbaum, field seed dealers.

KANSAS CITY, MO.

J. G. Peppard Seed Co., field seed merchants.

Rudy-Patrick Seed Co., field seed merchants.

Tobin-Quinn Seed Co., Missouri Blue Grass.

LIMA, OHIO.

Ackerman Co., The, wholesale grass field seeds.

LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

Kellogg Seed Co., field and grass seeds.

North American Seed Co., wholesale grass & field seeds.

Teweles Seed Co., L., field and grass seeds.

MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seed merchants.

Northrup King & Co., field seeds.

ST. LOUIS, MO.

Cornell Seed Co., field-grass-garden seeds.

Mangelsdorf & Bro., Ed. F., wholesale field seeds.

Seed Testing Rules Published.

Purity and germination seed quality testing rules adopted by the Ass'n of Official Seed Analysts two years ago, have been compiled by the U. S. Dept. of Agriculture, Circular No. 406, now available for free distribution.

The sample which should be used, the method in which the analysis should be made, and the directions or rules being followed by suggestions for carrying them out, are all discussed at length.

While the rules are primarily intended for the use of seed testing laboratories and are somewhat technical, nevertheless, the knowledge should be a valuable asset to everyone in the industry, as well as the federal and state seed analysts, for whom the Circular was originally intended.

Garnet Wheat Not Equal to Marquis.

A. W. Alcock, chemist for the Western Canada Flour Mills Co., Ltd., Toronto, Ont., states that:

From the milling and baking standpoint, we can see nothing whatever to recommend Garnet wheat in preference to Marquis. We consider that the action of the board of grain commissioners in grading Garnet a grade lower than Marquis is quite justified.

The following paragraph is taken from a bulletin recently issued by the department of agriculture at Ottawa, which deals exclusively with Garnet wheat.

From the standpoint of milling and baking qualities, Garnet undoubtedly does not rank as high as Marquis, all things considered, altho it seems entitled to rank among the good milling wheats. The chief point regarding which Garnet is open to criticism is in the color of flour. This without doubt is more creamy than Marquis. Since, however, bleaching and maturing processes are becoming so generally practiced, objection to the color of Garnet would appear to be appreciably minimized.

Certainly the grain shipper does not resent paying a premium for high protein wheat, but he is not going to take the farmers word for it. His facilities do not permit his holding the grain until an absolutely accurate sample is analyzed. And certainly no one ever heard of a farmer rebating an unearned premium.—A. D. S.

The cost of producing corn on 4,778 farms for the 1927 crop averaged 70 cents per bushel; wheat on 3,119 farms \$1.18 per bushel, and oats on 3,590 farms 54 cents per bushel, according to a survey just completed by the United States Department of Agriculture. These average cost figures relate only to the farms covered by the survey. Corn production costs on these farms ranged from an average of 57 cents per bushel in the West North Central States to 85 cents a bushel in the North Atlantic States. Yield per acre for the 4,778 farms averaged 33 bushels, and the average area was 40 acres. The largest single item of cost was land rent which averaged \$5.91 per acre.

Insurance Agent Acting for Two Masters.

The Ohio Millers Mutual Fire Ins. Co. lost the suit brot against it by A. B. Smith on a policy insuring Smith's lumber yard at Bragg City, Mo., for \$25,000.

Auber Smith, no kin to the insured, was a salaried employe of the A. B. Smith Lumber Co., at its chief offices in Paducah, Ky., while holding himself out to the insurance company as a disinterested broker.

The defense was that long after the issuance of the policy on October 26, 1920, and long before the fire, which occurred June 8, 1921, the respondent canceled the policy on March 16, 1921, for nonpayment of the premium, first giving appellants due written notice thereof; that appellants and the broker remained silent and made no protest against said cancellation, or pretense to respondent that the premium on the policy had been paid, until after the fire.

The lower court, the circuit court of Pemiscot County, decided in favor of the insurance company, but Smith took an appeal and got a reversal and an order for a new trial. Insured had in fact given Smith, the broker, money to cover the premium, but the latter had not forwarded it immediately to the insurance company.—9 S. W. (2d) 920.

Admits Burning Elevator.

Ernest Roesler was agent for the Victoria Elevator Co., at Hazelton, Emmons County, N. D., and the father of nine children. To obtain funds for family expenses he stole money from the company at different times.

After a fire of mysterious origin destroyed the plant on June 15, 1928, Roesler disappeared and was believed to be in Canada. He was found by Sander Peterson, assistant fire marshal of North Dakota, working as a farm hand for Wm. Blue, 16 miles northeast of Wilton. He was brought to the office of the state fire marshal at Bismarck.

A confession was obtained by Ass't State Fire Marshal Peterson, in the following affidavit:

State of North Dakota, County of Burleigh, ss. Ernest Roesler, being first duly sworn, says that of my own free will I am giving the following: I was agent for the Victoria Elevator Company of Hazelton, Emmons County, North Dakota, from August 15, 1923, and on June 15, 1928, the Auditor for the Victoria Elevator came to Hazelton to take a cut off and we loaded one car of wheat and after the fire a car of flax. I had made collections and used the money, as my family needed it.

In order to cover up this shortage I set fire to this elevator in the following manner, as Mr. Negus, the Auditor, was getting pretty rough with me. I was under the influence of liquor when I done it. I took half a gallon of gasoline and a rag, then I touched a match and I was going to blow it out, but it was too late and it caught on fire.

(Signed) ERNEST ROESLER.

Subscribed and sworn to before me this 28th day of June, 1928.

SANDER PETERSON,
Ass't State Fire Marshal.

Witnesses:

Hilda C. Boe.
O. B. Kittleson.

Roesler was taken before Judge McKenna at Linton, N. D., and sentenced to serve two years for arson, in the state penitentiary.

This chamber is committed to the principle that government should not enter the realm of business to undertake that which can be successfully performed in the public interest by private enterprise. This principle is politically and economically sound. We are here concerned in pointing out to business men everywhere that this principle is in far less danger from the propaganda of radical agitators than from the members of the business profession who are faithless to their obligations, who break down public confidence, and who provoke government regulation!—Edwin B. Parker, chairman Chamber of Commerce of the United States.

Insurance Notes.

Insurance rates on export shipments will probably be increased on Aug. 15. Aug. 1 was the original date set for this advance, but a postponement will be granted, it is understood, to permit a conference before the new rates become effective.

The Louisiana Insurance Commission has postponed its decision on the application for an increase in the rate of insurance for cottonseed crushing mills in the state until the Louisiana fire insurance companies applying for the increase submit further data supporting their claims. James Fortier, chairman of the Commission stated, in part: "The increase they (the insurance companies) are asking is unheard of in the annals of this board, and I believe there has never been such a request made of any Insurance Commission in the United States. You claim the increase asked for is 70 per cent. The Crushers say it is 240 per cent, and it has been admitted here (at hearing) that the amount of increase is in excess of 140 per cent."

J. T. Caldwell Passes On.

James T. Caldwell, 71 years old, general agent in charge of mutual underwriting of the Millers National Insurance Co., Chicago, died July 16, after having rounded out four decades with the company.

Born in Brighton, Ontario, in 1856, Mr. Caldwell came to the United States in 1886, where he joined the National Inspection Co. for two years, prior to commencing his 40 years' connection with the Millers National Insurance Co.

He had told his associates, when he left his office on Friday, July 13, that he was going to the hospital for an examination. He underwent an operation the following day for liver trouble and lapsed into unconsciousness until he passed on, two days later.

Funeral services were held on July 19. He is survived by a wife and son.

The protein content of winter wheat may be increased one-third or more by application of sodium nitrate to the field when the wheat is heading, according to the Department of Agriculture. Too early application of sodium nitrate increases the yield, but does not affect the protein content.

Safe and Sure

Isn't it better to know that your elevator is protected against lightning, than to always face this greatest of hazards with no protection? You don't want to lose your elevator, so why not protect it.

The Dodd System of Lightning Protection not only protects your elevator but reduces the cost of your insurance.

Write For Particulars

Dodd & Struthers

Des Moines, Iowa

FIRE



can quickly consume your business, which has taken years to build up. Fire Barrels at strategic places throughout your elevator provide good protection against this menace.

Write for particulars relative to our better Fire Barrels and High Test Calcium Chloride which prevents freezing and evaporation.

Carbondale Fire Protection Co.
Carbondale, Penn.

Feedstuffs

Jackson, Miss.—The Betta Feed Mills have been incorporated with \$25,000 capital stock.

Inglewood, Calif.—Frank A. Ewing now owns the controlling interest in the Blackie Feed Co.

Wasco, Calif.—Erection of a feed mill here is planned by the Wasco Creamery & Construction Co.

Cedar Rapids, Ia.—The Farmers Feed & Supply Co. is erecting a \$5,000 wholesale feed warehouse here.

Charlotte, Ga.—A three-story feed manufacturing plant will soon be started for the Piedmont Feed Mills.

Luverne, Ia.—Jack Niemier has purchased an interest in the Luverne Feed Mill, and the new firm name will be Larson & Niemier.

The American Soy Bean Ass'n will hold its ninth annual meeting on Aug. 15-17, Purdue University, at Lafayette, Ind. Trial plots will be viewed the first day.

The Washington Co-op. Egg & Poultry Ass'n handled an average of 69,722 tons of feed a year, valued at \$3,397,147, over a period of the past four years.

Las Cruces, N. Mex.—A batch mixer and other equipment for manufacturing a full line of poultry and dairy feeds, has been installed by the Valley Products Co.

Urbana, O.—Edwin J. Edwards is now head of feed sales for the Urbana Milling Co. He was formerly assistant manager of the Buffalo office of the Cereal By-Products Co.

Oshkosh, Wis.—A new feed mixing plant has been added to the properties of the H. P. Schmidt Milling Co., preparatory to putting out a complete line of "Honey Dew Feeds."

Cairo, Ill.—Some \$30,000 is to be spent on improvements to be made in the newly acquired plant of the Cairo Cotton Oil Co., now owned by the Arkmo Cotton Mill Corporation.

Red Lake Falls, Minn.—A dairy feed department, with mechanical facilities for the manufacture of a full line, is being added to the business and buildings of the Steinert Milling Co.

Akron, O.—J. H. Andrews, 72, a pioneer oat miller and general manager of the Quaker Oats plant here, died suddenly in Paris, France, on July 9. He was stricken shortly after his arrival abroad.

Vancouver, B. C.—William D. Russell, one of the incorporators of the Finnegan & Russell Feed Co., the organization of which appeared in these columns in the June 10 number, is understood now to have control of the General Feed Co.

Hammond, Ind.—Mr. Septimus Mawer has resigned his position as Chief of the Division of Feeds and Fertilizers of the State of Ohio, effective July 16, to become associated with the Nowak Milling Co., as sales representative for the northeastern part of Ohio.

Chicago, Ill.—George M. Chapin, president of Chapin & Co., mixed feed manufacturers, and his wife, suffered injuries in a motor accident in South Chicago earlier this month. Their confinement fortunately terminated of late with no serious after effects.

Ithaca, N. Y.—F. B. Morrison, co-author of "Feeds and Feeding," by Henry and Morrison, a former feeds and feeding expert of the College of Agriculture, State of Wisconsin, later in charge of the New York Experiment Station at Cornell, recently accepted a professorship in animal husbandry at Cornell University.

Crushing of 269,022 tons of flaxseed and production of 179,352,207 pounds of linseed oil, is announced by the Census Bureau for the quarter ended June 30, 1928, against 250,970 tons of seed crushed and 167,232,121 pounds of oil produced for the same quarter in 1927.

A new set of definitions and standards for purified middlings, semolina and farina has been adopted by the U. S. Department of Agriculture, which have not heretofore been officially defined, for the guidance of officials in the enforcement of the federal Food and Drugs Act.

Shakopee, Minn.—The Haertel Co., Inc., of Minneapolis, has bought the plant of the old Christian Mill. The plant will be remodeled for feed grinding and a 25,000 bu. elevator will be built to replace the one which burned a year ago. Ray E. Haertel will be in charge of the plant.

Sparta, Wis.—The Western Supply Co., manufacturers of a full line of Blue Ribbon feeds, has moved its headquarters here from Tomah, Wis., to secure better shipping facilities. New storage tanks and a warehouse are being erected for the company. Harold Vandervort is manager.

Cincinnati, O.—The body of Charles Gehrig, 60, former Buffalo feed and flour dealer, was found floating here in the Ohio River on July 12. He had retired but a short time prior to this catastrophe and had come to Cincinnati to live with his sister. He had suffered a severe nervous attack.

Cedar Rapids, Ia.—Work will start at once on Oat Meal Mill No. 2 and the Dry Oats Storage Building for the Quaker Oats Co. of Chicago, Ill. The Leonard Construction Co. holds the \$275,000 contract. The building will be 11 stories, 85 by 133 feet, of concrete construction throughout, equipped with automatic sprinklers, fire doors, etc.

Montgomery, Ala.—The Acme Feed & Fuel Co. has been incorporated for \$20,000, by O. J. E. Moreno, president, H. C. James, vice-president, and O. K. Hogan, sec'y-treas. This is a consolidation of the Acme Feed & Flour Co. and the Gay Coal Co., which bought out the former company after it had become the successor to the Griffin Feed Co.

Memphis, Tenn.—A trade practice conference was held here by the cottonseed oil crushers of the United States on July 24, at the instance of the Interstate Cottonseed Crushers' Ass'n. The gathering was held under the auspices of the Federal Trade Commission. Unfair commercial practices will be discussed and efforts made to formulate and adopt a code of fair ones.

Minneapolis, Minn.—The new \$1,000,000 Cream of Wheat factory at the Northwest Terminal, now is completed and in full operation. All equipment has been moved from the former location. The capacity of the new plant is 60 per cent in excess of the output of the old factory, D. F. Bull, general manager, claims. The new location affords much better trackage and shipping facilities.

Pine Bluff, Ark.—The Cook-Bahlau Feed Manufacturing Co.'s plant and large grain storage elevator were destroyed by fire on July 6, with an insured loss of between \$150,000 to \$200,000. Smoke was first noticed emitting from the windows of the cupola of the 30,000 bus. grain elevator. The plant was formerly owned by the Westbrook Grain & Milling Co., and was erected in 1912. The mill was purchased in 1925 by the present owners, who have made extensive improvements, increasing the physical value of the plant four fold, and the mill output to 185 cars a month. The present company is managed by Mr. Bahlau, president; G. Adolph Bahlau, vice-president, and J. Mack Cook, sec'y-treas. A full line of livestock, dairy and poultry feeds were made and coarse grains merchandised. It is understood the plant is to be rebuilt.

Minneapolis, Minn.—Construction of a \$10,000 molasses feed mixing plant and molasses storage tanks have begun for the Maney Bros. Mill & Elevator Co., on additional trackage property adjoining its present feed plant. A complete line of molasses feeds will be put out. Plans allow for the installation of more feed mixers as the business increases. The addition will be placed in operation in August.

Buffalo, N. Y.—R. V. Craig, traffic commissioner of the Buffalo Corn Exchange, has resigned to accept an appointment as general traffic manager of the McMillen Co.'s new branch feed manufacturing plant now under construction here. The new unit of this rapidly expanding organization will have all the latest devices for cattle and poultry feed manufacture incorporated therein. The completion date is set at Jan. 1, 1929.

The Wisconsin Department of Agriculture has issued a new ruling governing declaring the analyses of mineral feeds or mixtures. Heretofore it has been necessary to print on the label the declaration of the minimum percentage of lime, phosphoric acid, salt, and iodine, besides listing the ingredients used. Under the new ruling the manufacturers are required to change the salt guaranty from the minimum to maximum content, because most feeds contain more salt than the label calls for.

Kansas City, Kans.—The Dixie Millfeed & Grain Co. has of late been incorporated with a capital of \$25,000. Headquarters will be in the New England Bldg., Kansas City, Mo. All kinds of prepared feeds are to be manufactured in their 5-car a day capacity 3-story brick plant, which will be in full operation by Aug. 20. Storage will be available for 50 carloads. J. P. Ellison is president of the new enterprise. D. H. Kresky, formerly in charge of the millfeed department of the Fowler Commission Co. of Kansas City, Mo., is sec'y-manager.

Archer-Daniels-Midland Co. and Spencer Kellogg & Sons each acquired one-half of the active linseed properties and the inventories by sale of the American Linseed Co. The sale was approved by directors of the company involved on July 20. Each of the purchasing companies will operate the properties acquired for its own account from and after July 14, 1928. The American Linseed Co. as a corporation has definitely gone out of the linseed oil business. Officers and directors of the entire organization heretofore conducting the American Linseed Co.'s food business under the name of its subsidiary, the Best Products, Inc., will continue to conduct this business as it has been in the past without any change whatsoever.

FAIRMONT'S

Pure Flake Buttermilk

9 Large Plants
Excellent Service

THE FAIRMONT CREAMERY CO. U.S.A.
OMAHA, NEBRASKA

Feed Grinder

Consolidation of Elevators at Lyons, Nebr.

A. Moseman at Lyons, Neb., found it inconvenient to operate two elevators situated across the track from each other. The second one, bought from the farmers when they went broke two years ago, was setting on an insecure foundation and needed a lot of repairing anyway. Mr. Moseman figured out that it wasn't very much of an asset in that position, but that it would be of considerable advantage if it could be conveniently operated in conjunction with and as a part of his original house.

The farmers elevator was 28x28 ft., 35 ft. to the eaves, with capacity for 16,000 bus. in 10 bins. It was of cribbed and clap-boarded construction. Machinery included a Fairbanks truck scale, one leg, log dumps, an Avery automatic scale and a gasoline engine.

Mr. Moseman's original house was of almost the same size and construction but had room for 20,000 bus. in 9 bins, and contained more machinery, including a 3,600 lb. hopper scale, a grain cleaner, a 5 ton Fairbanks scale on the dump and a 7½ h.p. Fairbanks-Morse motor to operate the leg.

If the two elevators could be moved together they would give a total of 36,000 bus. storage capacity, would be readily operated from one set of machinery and give additional room for the installation of feed milling and mixing machinery. Increasing demand on the part of feeders was daily making this item more important.

Whereupon Mr. Moseman hired a mover. Work was begun on the 30th of April. New sills were built under the old farmers' elevator, and it was jacked up in the air so three movers' trucks could be placed under it in the customary triangular position. Friday night, May 4th, found the elevator safely moved across the tracks of the C. B. & Q. railroad. Only one train had to be diverted to a sidetrack.

The second week in May it was set down on the foundation prepared for it at the south end of Mr. Moseman's original elevator. The Younglove Construction Co. immediately set to work to join the two elevators so that they might be operated as a single unit, transferring

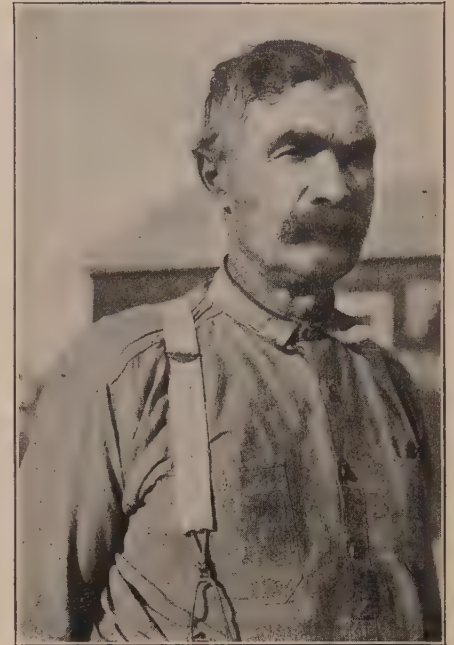
grain easily from the bins of one to those of the other. Electric power was installed for all operations.

Mr. Moseman's plans called for the installation of a corn cracker, a hammer mill and a batch mixer in the driveway of the moved elevator, transforming it into a feed manufacturing room. Some consideration is being given installation of a molasses mixing process later. Other improvements planned about the plant were installation of 10-ton truck scale, a Kewanee all-steel truck lift, and the building of a new office set apart from the plant.

Mr. Moseman has been in the grain business at Lyons for over 29 years and is still filled with the spirit of progress in spite of the weight of his 68 years. During the course of that time he has seen the farming interests of his community change from the raising of grain alone to the highly diversified methods whereby each farmer keeps a herd of cows, feeds some fat cattle and a considerable number of hogs. He still ships out around 150,000 bus. of grain annually but he sells fully half that much back to local feeders and carries on extensive operations in the handling of commercial feeds, mill feeds and such concentrate ingredients as tankage, meat scrap, bone meal, charcoal, oyster shell, linseed meal, cottonseed meal and similar items.

During the past two years a considerable demand has developed among local feeders for the mixing of private formulas to meet their individual needs and supplement the roughage with which they were already supplied. Mr. Moseman has received constant requests. By moving his two elevators together and installing feed grinding and mixing machinery he is placing himself in a position to meet these demands profitably and extend his operations over a larger territory that can easily be served by trucks.

Hearing of Consolidated Classification Com'ite relative to the use of second-hand sacks was held July 18 at Chicago, Ill., with about 50 representatives of milling concerns, feed manufacturers, bag manufacturers and bakers present. The question of the use of second-hand sacks for feeding stuffs was not involved. A majority of millers strongly advocated doing away with the use of second-hand cottons, and while a majority also favored the elimination of second-hand jutes the votes in favor of doing so was not pronounced on this type. The next hearing of



A. Moseman, Lyons, Neb.

the subject will be held at Atlanta, Ga., on July 25. It is probable that no decision will be rendered by the com'ite for 60 or 90 days.

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Grain Dealers Journal
309 S. La Salle St., Chicago, Ill.



Moving One of A. Moseman's Two Elevators at Lyons, Neb.

World Congress Hears Dr. Van Norman on Uses of Dry Skim Milk.

The increasing use of dry skim milk was reported to the World's Dairy Congress in London recently in an address by Prof. H. E. Van Norman, president of the American Dry Milk Institute, one of the country's foremost dairy authorities, who was honorary chairman of the American delegation appointed by President Coolidge. In part he said.

In creameries of our own country where large volumes of cream, much of it not always sweet, are brought together, the drying of buttermilk on the open roll type of equipment has made available for animal feeding large quantities of this product. This has found its way into the market largely through the commercial feed manufacturers who have added it in varying proportions to the ready-mixed baby chick mashes, mashes for laying hens, and calf feeds.

To a limited extent in smaller creameries having the open roll equipment, where they handle small amounts of both sweet skim and buttermilk, there has been a disposition to mix the sweet skim and the buttermilk and dry them together. I suspect that considerable quantities of this have found their way into the market for animal feeding under the name of one or the other product, rather than as a blend of the two.

Great impetus was given to the use of dry skim milk for poultry feeding by the discovery by Beach at the University of California that a dry mash mixture containing 40 per cent of dry skim milk would control the costly disease of coccidiosis. It is but a step in commercial practice from the use of this combination to one in which a more modest proportion of dry skim milk is used for growing chicks. It has been pointed out that the milk minerals and milk protein have a desirable place in the mash of growing chicks, and may be substituted in part or in whole for meat scrap as a source of animal protein.

All animals which thrive on fluid skim milk can advantageously be fed the dry product reconstituted, or combined with other foods. Success is reported with dogs, foxes, colts, rabbits, pigs and turkeys, as well as calves and chickens.

The manufacturer of commercially mixed feeds for all animals is rapidly adding dry skim milk to his products, particularly to high class ready mixed baby chick mashes and laying mashes.

In our own country in 1925 manufacturers of dry skim milk representing two-thirds of the preceding year's production organized the American Dry Milk Institute, Inc.

To do for the industry what the individual manufacturer could not do by himself;

Chiefly to increase public appreciation of and demand for dry skim milk;

To assemble such current statistics as would tend to wisely relate production to consumption.

These activities are made possible by a

monthly investment of a definite payment per pound of production.

Statistical Service.

The statistical service consists of receiving at the central office monthly confidential reports of production, sales, stocks on hand, and value of sales. From these data are compiled monthly



Prof. H. E. Van Norman, Chicago, Ill.

totals which reflect the trend of the industry in these particulars, the figures being based on from 70 to 80 per cent of the total for the industry. Final government totals are not available until from six to nine months after the close of the given period.

Research in Uses.

The second activity is that of research. It has been the policy of the Institute to seek the cooperation of recognized public agencies which are in a position to do sound research work—notably our state universities, the American Institute of Baking, the research establishment maintained by the Biscuit and Cracker Manufacturers' Association, a control and research laboratory maintained by manufacturers of biscuits and crackers through their trade association.

Cost of Growing Livestock.

Feed was the largest item in the production of any class of livestock, according to a bulletin published by the Ohio Experiment Station on "Livestock Production Costs in Green County," by John F. Dowler of the Rural Economics Department.

Feed and pasture formed three-fourths of the total cost of producing pork, one-half the cost of producing butterfat and 64 per cent of the cost of keeping a sheep a year.

The feed cost to produce a weanling pig averaged \$2.81. The cost of producing pork was lowered by raising a large number of pigs per litter, and feeding them properly.

Dairy herds of low butter fat producing cows required less feed and man labor but produced butterfat at a higher cost per pound than herds of higher producing cows.

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Dried Buttermilk—Linseed & Cottonseed Meal
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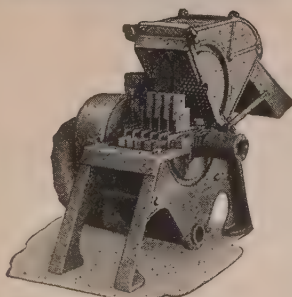
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Grain Dealers Journal

309 So. La Salle St., Chicago, Ill.

Adulterations and Misbrandings.

Rose City Cotton Oil Mill, Little Rock, Ark., shipped a quantity of adulterated and misbranded cottonseed meal into Indiana. Federal investigators held the product deficient in protein. On Nov. 1, the court imposed a fine of \$50.

Quanah Cotton Oil Co., Quanah, Tex., shipped adulterated and misbranded cottonseed meal and cake into Colorado and New Mexico, deficient in protein, according to federal authorities. On Feb. 9, the court imposed a fine of \$120.

Leona Rice Mill, New Orleans, La., shipped various consignments of adulterated and misbranded rice bran into Georgia, deficient in protein and fat, and excessive in fiber content. Federal authorities prosecuted and on Oct. 31, the court imposed a fine of \$150.

Mann Bros. Co., Buffalo, N. Y., shipped 45 bags of misbranded linseed meal into Pennsylvania, deficient in protein content, according to federal charges. On Jan. 30, costs and the execution of a \$200 bond were imposed, conditioned in part that it be relabeled under the supervision of the U. S. Dept. of Agr.

Lagrange Cotton Oil Co., Lagrange, Ga., shipped 1,200 sacks of adulterated and misbranded cottonseed meal into New York, deficient in protein. On Jan. 6, the Ashcraft-Wilkinson Co., Atlanta, Ga., appeared as claimant and the court ordered payment of costs and the execution of a \$3,000 bond, conditioned in part, etc.

Hood Feed Co., Chattanooga, Tenn., shipped 300 sacks of misbranded feed into Kentucky, deficient in protein, according to federal reports. On Jan. 9, the court ordered payment of costs and the execution of a \$1,000 bond, conditioned in part that it not be sold or otherwise disposed of until relabeled in compliance with the law.

Greenville Oil Works, Greenville, Miss., shipped 142 bags of misbranded cottonseed meal into Delaware, deficient in protein, according to federal officers. On July 11, 1927, no claimant having appeared for the property, judgment of condemnation and forfeiture was entered.

and it was ordered by the court that the 5 bags seized be destroyed by the United States Marshal.

Gulf Cotton Oil Co., Montgomery, Ala., shipped 500 sacks of cottonseed meal into Massachusetts, alleged misbranded for protein deficiency, according to federal charges. On Nov. 29, costs and the execution of a \$1,000 bond was ordered, conditioned in part that it not be sold or otherwise disposed of contrary to law. It was further ordered by the court that the product be relabeled under the supervision of the U. S. Dept. of Agriculture.

Planters Cottonseed Products Co., Dallas, Tex., shipped 500 sacks of cottonseed meal into Iowa, alleged misbranded by federal investigators for protein deficiency. On Jan. 23 costs and the execution of a \$500 bond was ordered, conditioned in part that it not be sold or otherwise disposed of contrary to law until relabeled to show the true contents, etc. On similar shipments to Kansas, Nebraska and Montana, also deficient in protein, a fine of \$320 was imposed.

New Trade Marks for Feedstuffs.

The Lawrenceburg Roller Mills Co., Lawrenceburg, Ind., has filed trademark Ser. No. 265,218, the words "FARM KING," for mill feeds.

The Royal Feed and Milling Co., doing business as Royal-Stafolife Mills, Memphis, Tenn., has filed trademark Ser. No. 266,830, the letters "STAF-O-LIFE," for corn meal and stock feeds for all classes of livestock.

The Blotz-Henneman Seed Co. has filed trademark Ser. No. 266,236, the letters "NAVA-JO," for baby chick scratch composed of cracked corn, cracked milo, cracked kafir, cracked wheat and millet; chick starter, re-cleaned choice pinto beans, re-cleaned baby lima beans, choice re-cleaned black-eye peas, hen scratch, laying mash and dairy feed.

The St. Albans Grain Co., St. Albans, Vt., has filed trademarks Ser. Nos. 263,174; 263,175; 263,176. The first is "WIRTHMORE 16 PRO-

TEIN SUMMER RATION," for feed for dairy stock. The second is "WIRTHMORE HORSE FEED," accompanied by the drawing of a horse's head, for horse feed. The third is "HYGRADE 20 MILK RATION," for dairy stock.

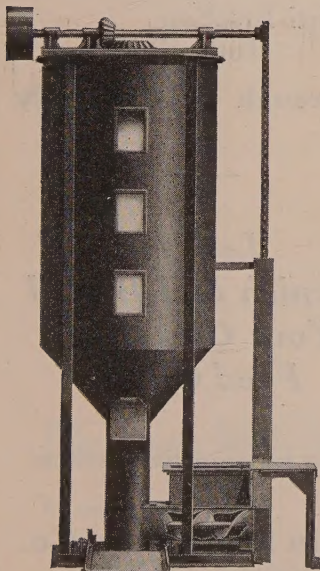
The Need for Revolutionizing Feeding Methods.

The time has come when hog feeders and packers must recognize the value of quality mixed feeds, made expressly for the development desired, just as has been accomplished in the milk feeding of poultry. Much credit is due to the many manufacturers who have produced excellent byproducts for use in feeds—such as meat scrap, tankage, dried buttermilk, dry skim milk, corn gluten feeds, cottonseed meal, linseed oil meals, cod liver oil and meal, peanut meals, copra meal, soya bean meal and brewers' and distillers' dried grains which contain over 100 per cent more protein than the natural grains. Many other products are valuable in feeds, such as beet and cane molasses, beet pulp, corn sirup, alfalfa, bran, middlings, and the natural grains.

The proper use of these articles in balanced rations produces results which I have personally checked, such as baby chicks developed in 80 days to 3¼ lbs. Baby pigs increased six times their weight in 56 days. Lambs showed a gain of 22 lbs. in 30 days, with marked improvements in wool, and baby heaves a gain of 3 lbs. per day for 47 days on a range feed costing less than \$20 ton, while egg production increased 212 per cent over the ordinary methods of feeding.—S. T. Edwards.

In "Iodine for Livestock" the author, F. E. Corrie, reviews the literature dealing with the use of iodine fed to livestock for growth, development, and reproduction and its effect upon the production and resistance. (London: De Gruchy & Co., 1927, pp. 20).

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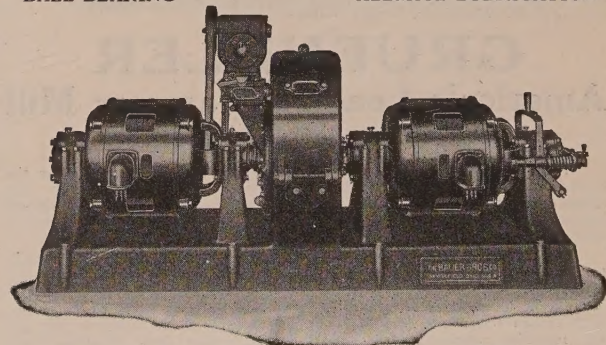
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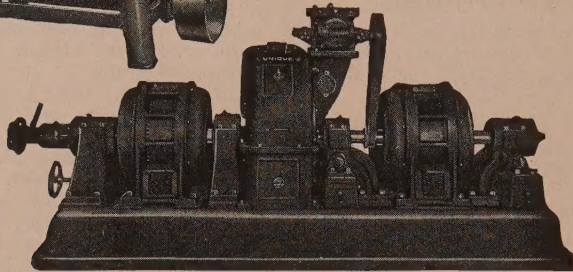
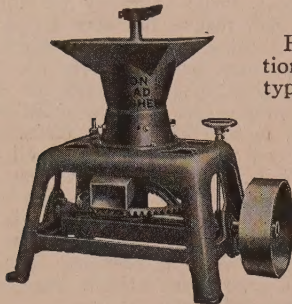
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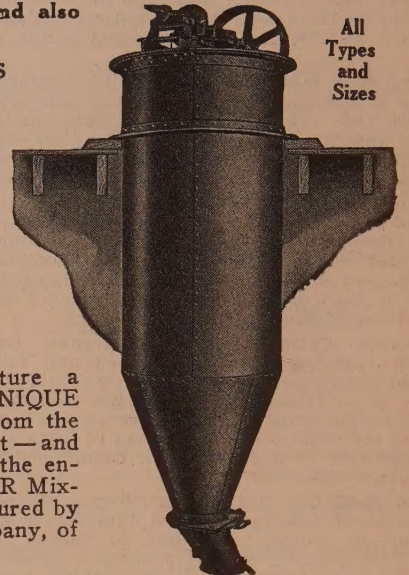
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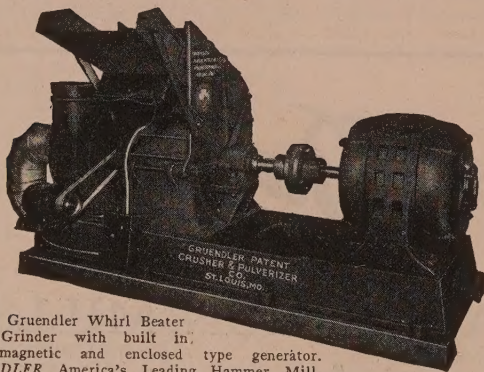
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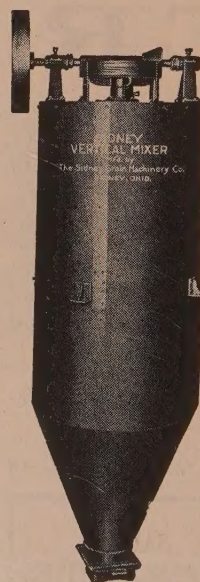
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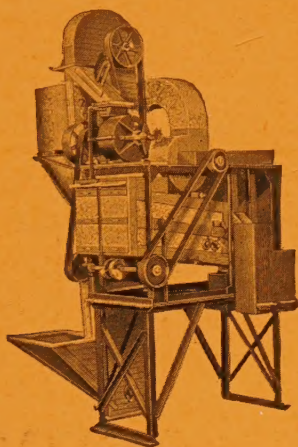
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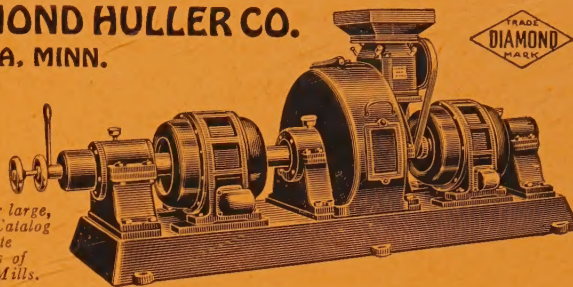


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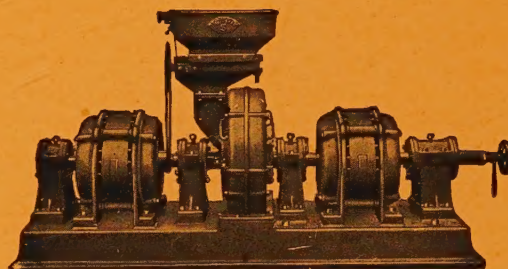
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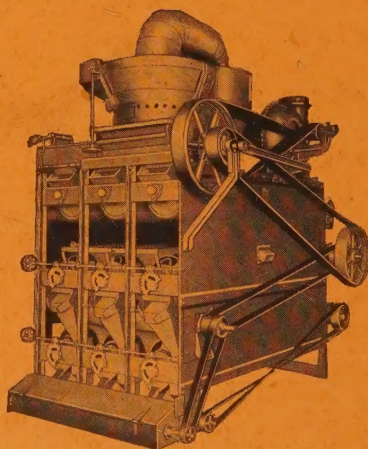
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